NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **LDA Rwy 33[12]**
LOC Rwy 15[1]
VOR/DME or TACAN Z Rwy 15[3]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE .. ..**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[3]
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19
NA when local weather not available.
Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA

BLUE RIDGE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33**[12]
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5**[1]
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A
NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

WISE,VA

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽ **ELEV 280**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1L[1]		AB	**760**/24	500	(500-½)
			C	**760**/40	500	(500-¾)
			D	**760**/50	500	(500-1)
			E	**760**/60	500	(500-1¼)
	19R[4]		AB	**780**/24	507	(500-½)
			CD	**780**/50	507	(500-1)
			E	**780**/60	507	(500-1¼)
	19L[2]		ABC	**720**/40	440	(500-¾)
			DE	**720**/50	440	(500-1)
	1R[1]		ABC	**760**/40	495	(500-¾)
			D	**760**/50	495	(500-1)
			E	**760**/60	495	(500-1¼)
CIR[3]	19L		A	**720**-1	440	(500-1)
			B	**740**-1	460	(500-1)
			C	**740**-1½	460	(500-1½)
			DE	**840**-2	560	(600-2)
	19R		AB	**780**-1	500	(500-1)
			C	**780**-1½	500	(500-1½)
			DE	**840**-2	560	(600-2)
	1L, 1R		AB	**760**-1	480	(500-1)
			C	**760**-1½	480	(500-1½)
			DE	**840**-2	560	(600-2)

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 11, 10098 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/34/689	ABCD	**346**/50	280	(300-1)
	14	3.0°/59/1114	ABCD	**642**-2	590	(600-2)

When control tower clsd procedure NA.
[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

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NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN) ELEV 17

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[2 3]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	5R[1]	3.0°/36/686	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/809	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	**121**-½	100	(100-½)
	32L[1]	3.0°/41/782	ABCDE	**123**-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	**272**-1	250	(300-1)
PAR W/O GS[8]	14R		ABCDE	**360**-1¼	338	(400-1¼)
	5R[2]		ABCD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR SIDESTEP[8]	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR W/O GS SIDESTEP[8]	5L		AB	**420**-1¼	399	(400-1¼)
			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

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23 SEP 2010 to 21 OCT 2010

OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABC	**400**-1	379	(400-1)
			DE	**400**-1¼	379	(400-1¼)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[7]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1¼	440	(500-1¼)
			DE	**460**-1½	440	(500-1½)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
	32R		AB	**440**-1	419	(500-1)
			CD	**440**-1¼	419	(500-1¼)
			E	**440**-1½	419	(500-1½)
CIR ASR	All Rwy		AB	**480**-1	457	(500-1)
			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR PAR	All Rwy		ABC	**480**-1¾	457	(500-1¾)
			D	**580**-2	557	(600-2)
			E	**620**-2¼	597	(600-2¼)
CIR PAR W/O GS	All Rwy		AB	**480**-1¼	457	(500-1¼)
			C	**480**-1½	457	(500-1½)
			D	**580**-2	558	(600-2)
			E	**620**-2	598	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

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QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15 ▽T

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24,** climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6,** vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24,** hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course.
Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R,** std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before turning left. **Rwy 28,** climb heading 285° to 900 before turning right. **Rwy 33L,** climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4,** rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28,** tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R,** trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)
AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039° to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)
AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/ 1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)
AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)
AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

10266

COLLEGE PARK, MD

COLLEGE PARK (CGS)

AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL (DAN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.

Rwy 24, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL.

Rwy 15, fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354

..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/ 70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/ 120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/ 114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17,** vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/ 549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

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MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

23 SEP 2010 to 21 OCT 2010

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA . . . . . .
08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA
ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,**
43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4,** vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA
NEW KENT COUNTY (W96)
AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA
TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA
CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)
RICHMOND INTL (RIC)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA
HANOVER COUNTY MUNI (OFP)
ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD
RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/ 127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

23 SEP 2010 to 21 OCT 2010

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL. **Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

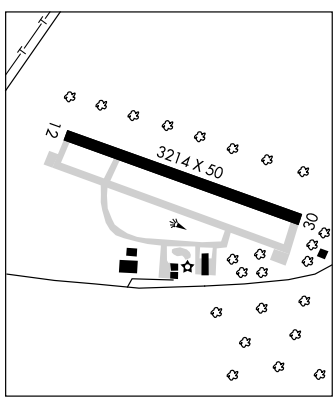
NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
RWY 04–22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
RWY 22: ODALS. PVASI(PSIL).
RWY 17–35: H5004X149 (ASPH) PCN 10 F/C/W/T
RWY 08–26: H4849X149 (ASPH) PCN 11 F/B/W/T
MILITARY SERVICE: LGT HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
MILITARY REMARKS: Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
COMMUNICATIONS: ATIS 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
TOWER 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
AIRSPACE: CLASS D svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(T) VORW/DME 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
ABERDEEN NDB (MHW) 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

PIER 7 (See BALTIMORE)

POTOMAC AIRFIELD (See FRIENDLY)

RIDGELY AIRPARK (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
RWY 12–30: H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
RWY 12: REIL. Trees. **RWY 30:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2130Z‡. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (410) 634–1072.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (RNAV/GPS Rwy 30)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.



ST. MARY'S COUNTY RGNL (See LEONARDTOWN)

NDB RWY 22

NDB APG	APCH CRS	Rwy ldg	7997
349	226°	TDZE	46
		Arpt Elev	57

AL-555 [USA]

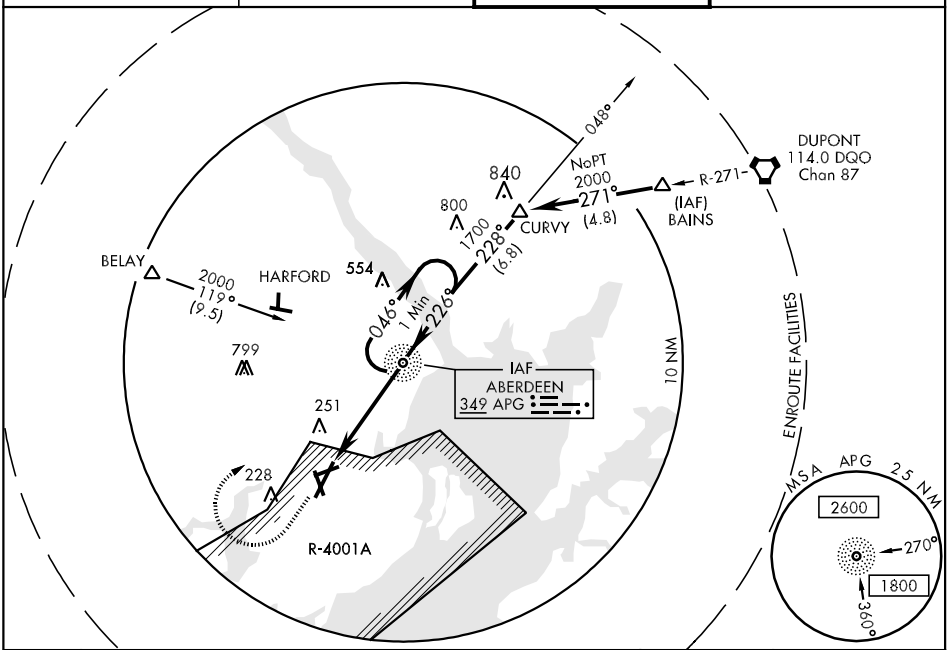
PHILLIPS AAF (APG)

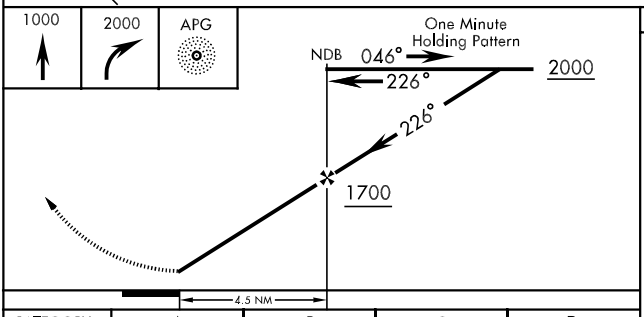
* When local altimeter setting not received, use BALTIMORE altimeter setting.

ODALS

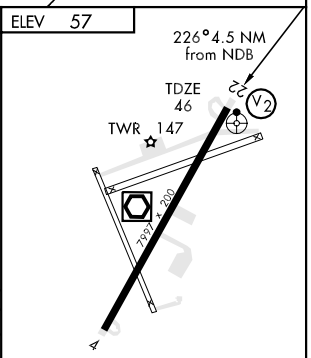
MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct to APG NDB and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





ELEV 57



CATEGORY	A	B	C	D
S-22	560-¾ 514(600-¾)		560-1¼ 514(600-1¼)	560-1½ 514(600-1½)
CIRCLING	560-1 502(600-1)		600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	640-¾ 594(600-¾)		640-1¼ 594(600-1¼)	640-1½ 594(600-1½)
CIRCLING	640-1 582(600-1)		680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	7997
218°	TDZE	45
	Arpt Elev	57

AL-555 [USA]

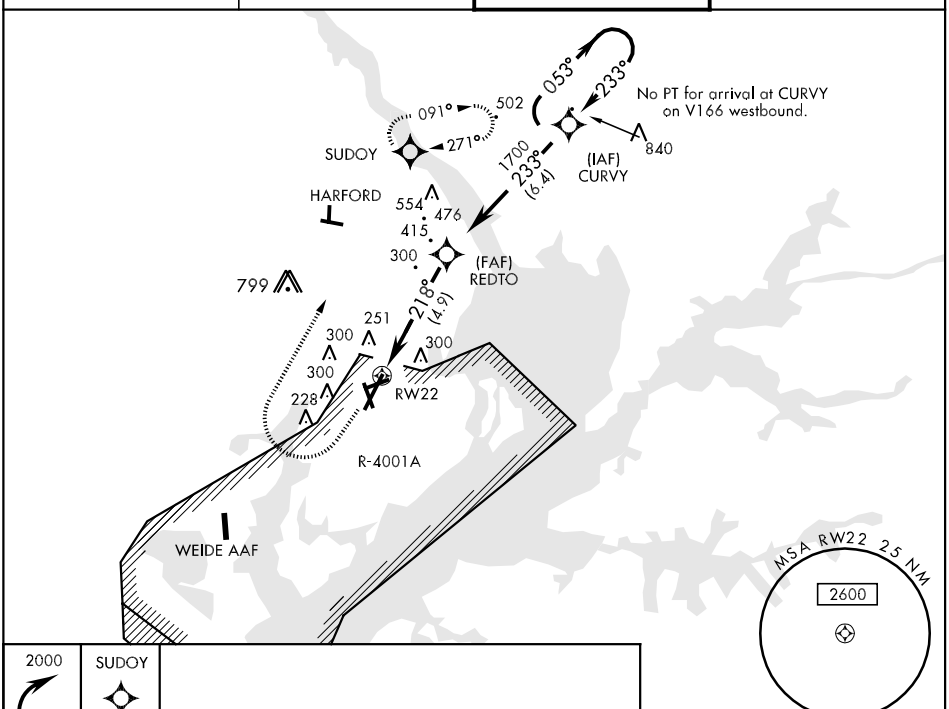
PHILLIPS AAF (APG)

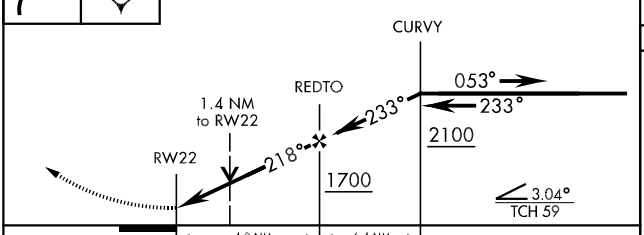
*For inoperative ODALS, increase LNAV all CATS visibility ¼ mile.
**When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.
DME/DME RNP-.3 NA

ODALS

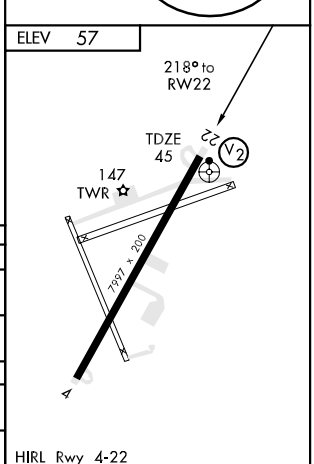
MISSED APPROACH: Climbing right turn to 2000 direct SUDOY and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





ELEV 57



CATEGORY	A	B	C	D
LNAV MDA*	560-¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
LNAV MDA*	640-¾ 595(600-¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

HIRL Rwy 4-22

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 22

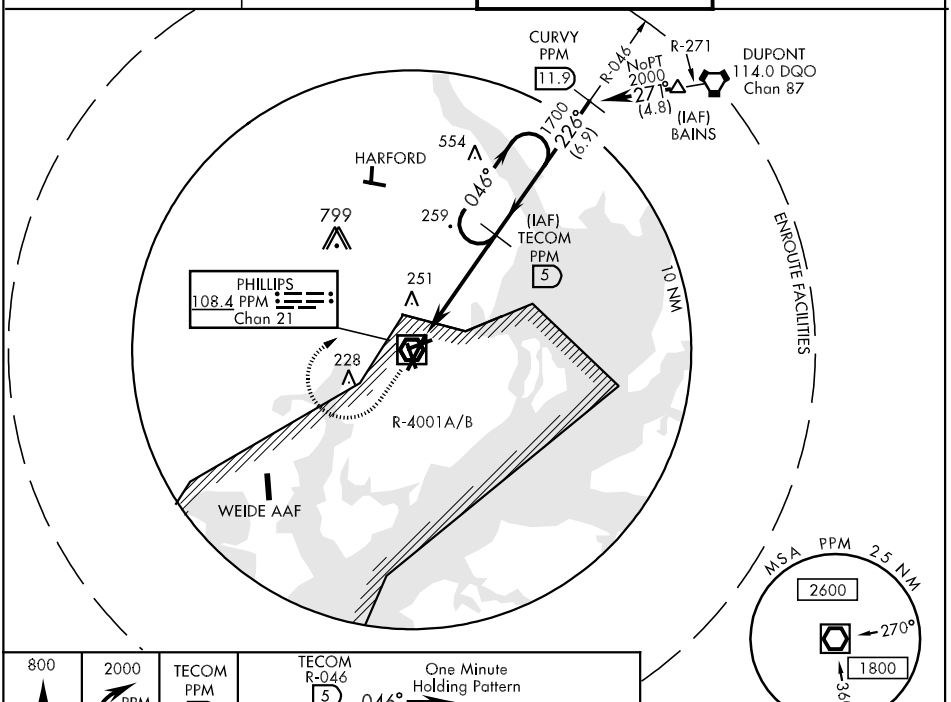
VOR/DME PPM 108.4 Chan 21	APCH CRS 226°	Rwy ldg 7997 TDZE 46 Arpt Elev 57	AL-555 [USA]	PHILLIPS AAF (APG)

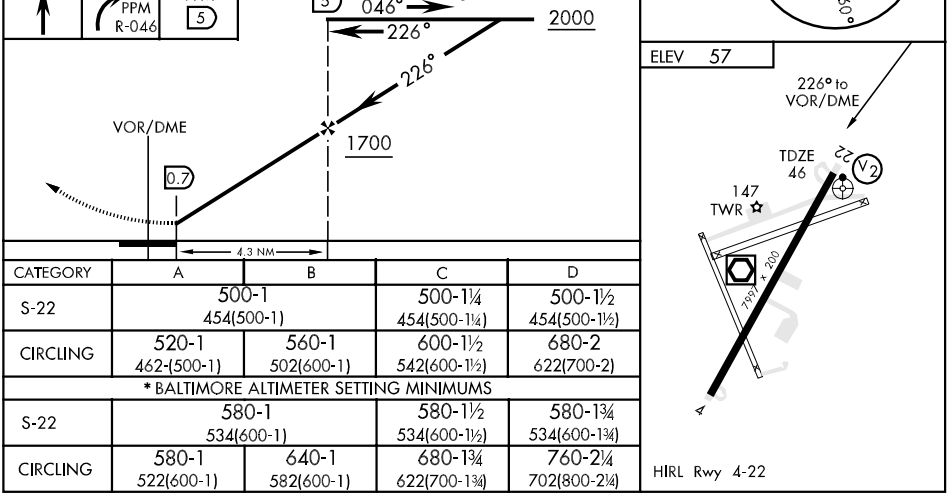
* When local altimeter setting not received use Baltimore altimeter setting.

ODALS

MISSED APPROACH: Climb to 800, then climbing right to 2000 via PPM R-046 to TECOM/5 DME and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





CATEGORY	A	B	C	D
S-22	500-1 454(500-1)		500-1¼ 454(500-1¼)	500-1½ 454(500-1½)
CIRCLING	520-1 462-(500-1)	560-1 502(600-1)	600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	580-1 534(600-1)		580-1½ 534(600-1½)	580-1¾ 534(600-1¾)
CIRCLING	580-1 522(600-1)	640-1 582(600-1)	680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR RWY 22

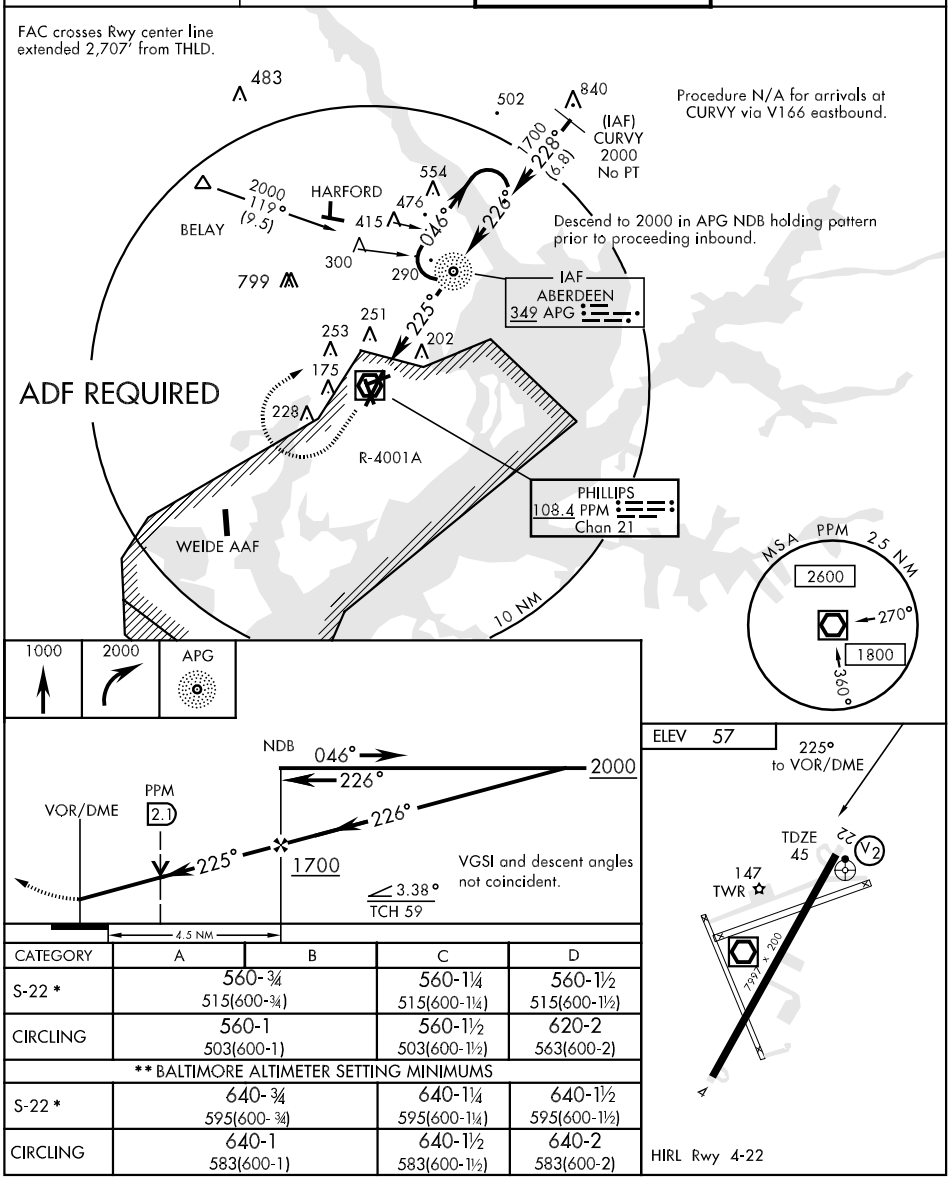
VOR/DME PPM 108.4 Chan 21	APCH CRS 225°	Rwy ldg 7997 TDZE 45 Arpt Elev 57	AL-555 [USA]	PHILLIPS AAF (APG)

* For inoperative ODALS, increase S-22 all CATs vis ¼ mile.
** When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.

ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct APG NDB and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9



CATEGORY	A	B	C	D
S-22 *	560-¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22 *	640-¾ 595(600-¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

CONTINUED FROM PRECEDING PAGE

than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z‡. OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D–ATIS 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

KIRBE NDB (LOM) 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′ **WASHINGTON COPTER**

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL **L–29E, 34F, 36I, A**

RWY 12: APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees. **IAP**

RWY 30: APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA. **WASHINGTON COPTER L–29E, 34F, 36I, A**

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI. **WASHINGTON COPTER**

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000′

DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM. **H–10H, L–29E, 34F, 36I, A**

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

APP CRS	Rwy ldg	N/A
298°	TDZE	N/A
	Apt Elev	34

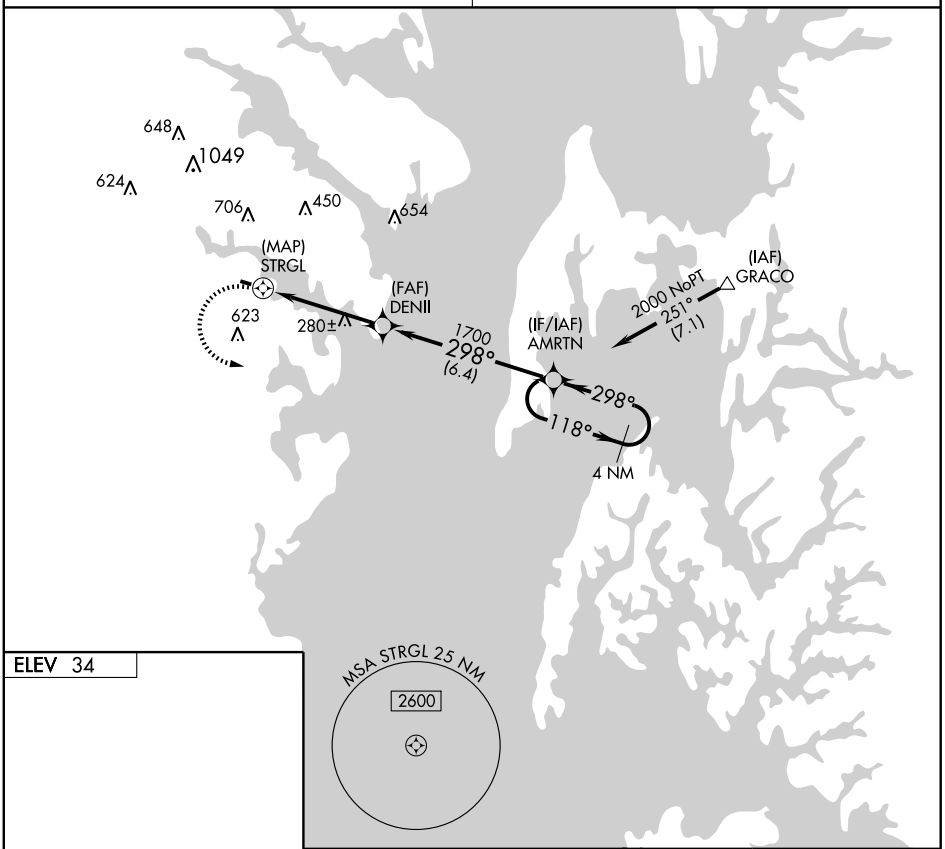
RNAV (GPS)-A
ANNAPOLIS / LEE (ANP)

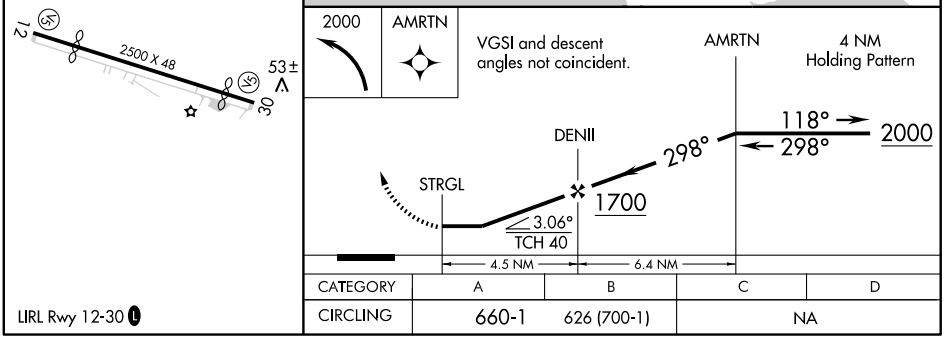
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

POTOMAC APP CON
119.7 290.475

CTAF L **122.9**



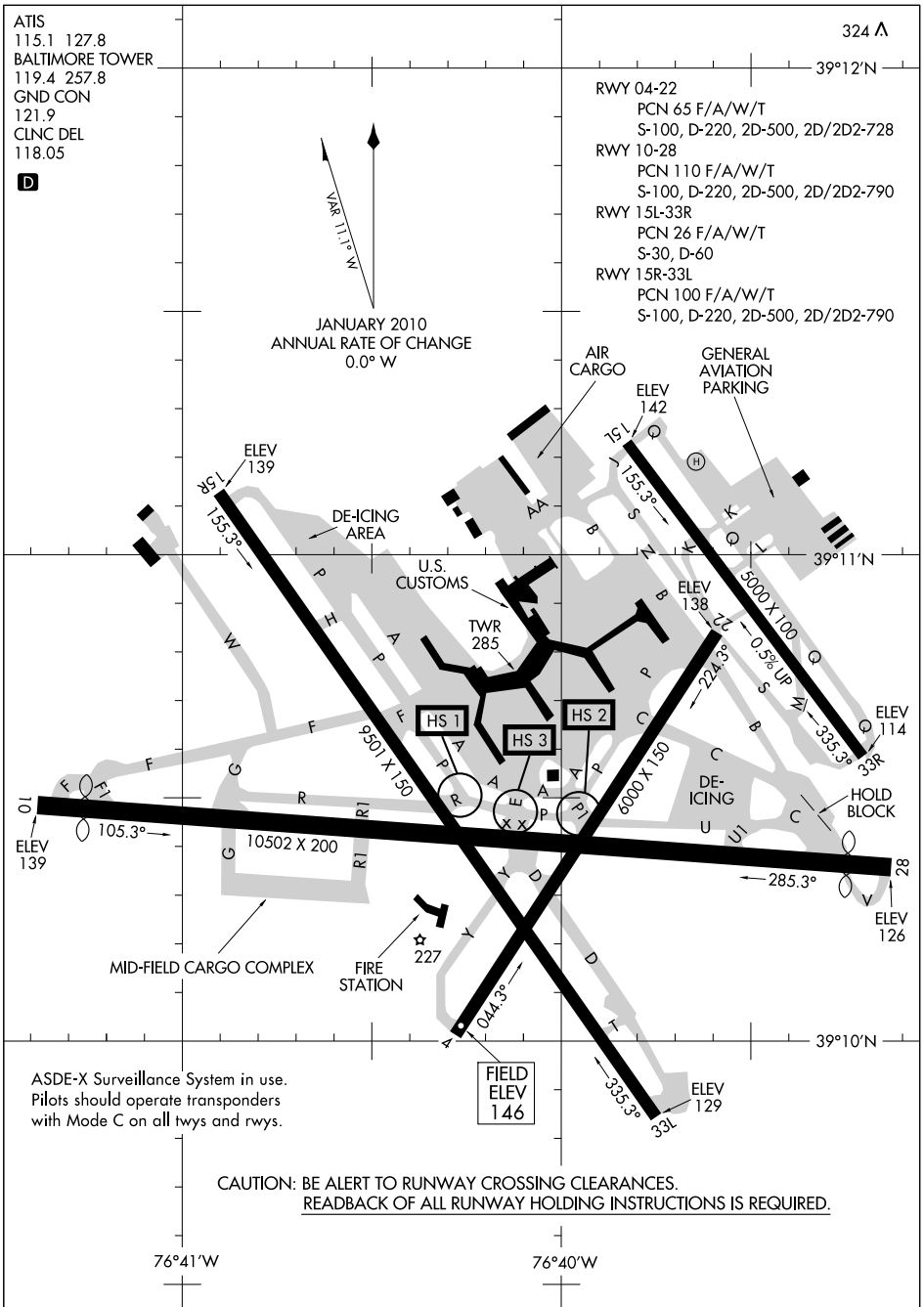


CATEGORY	A	B	C	D
CIRCLING	660-1	626 (700-1)	NA	

LIRL Rwy 12-30 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

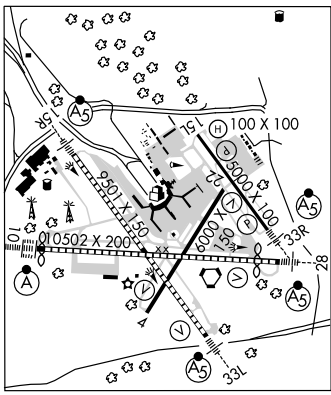
BALTIMORE

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) 9 S UTC−5(−4DT) WASHINGTON

N39°10.52′ W76°40.10′ COPTER

146 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D H–10H, 12I, L–29E, 34F, 36I, A

NOTAM FILE BWI IAP, AD



RWY 10–28: H10502X200 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 110 F/A/W/T HIRL CL

RWY 10: ALSF2. TDZL. Thld dsplcd 550′. Tree.

RWY 28: MALSR. VASI(V4L)—GA 3.0°TCH 60′. Thld dsplcd 500′. Tree.

RWY 15R–33L: H9501X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 100 F/A/W/T HIRL CL

RWY 15R: MALSR. Antenna.

RWY 33L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 55′. Tower.

RWY 04–22: H6000X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–728 PCN 65 F/A/W/T HIRL

RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 49′. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 47′. Pole.

RWY 15L–33R: H5000X100 (ASPH–GRVD) S–30 D–60 PCN 26 F/A/W/T HIRL

0.5% up NW

RWY 15L: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Pole.

RWY 33R: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 10:	TORA–10502	TODA–11202	ASDA–10502	LDA–9952
RWY 15L:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 15R:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 22:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 28:	TORA–10502	TODA–10502	ASDA–10502	LDA–10002
RWY 33L:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 33R:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS: Attended continuously. Rwy 04–22 CLOSED exc for taxi. Rwy 04–22 restrictions apply except for excessive crosswinds; emergencies; or non-availability of other rwys. Deer and birds occasionally on and invof arpt. Major construction on arpt daily. Acft movement and parking areas subject to short notice change/closure. For current information phone BWI ops center 410–859–7018. Noise abatement procedures in effect–restriction for Rwy 15L–33R except for emergencies or mercy flights, ctc arpt management for information. Practice landings and approaches by turbo–powered aircraft prohibited 0300–1100Z‡. Practice landings and takeoffs by B–747 acft prohibited Rwy 15R–33L. ASDE–X surveillance system in use, pilots should opr transponders with mode C on all twys and rwys. Rwy 04–22, Rwy 10–28, Rwy 15L–33R, pavement cond is fair with numerous cracks on all surfaces. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arriving at General Aviation ramp for security purposes. Acft parked at gates D–15, 16 encroach Rwy 04–22 7:1 to height of 58 ft. Rwy 15L touchdown rwy visual range avbl. Rwy 33R touchdown rwy visual range avbl. Taxiing prohibited between Gate C16 and adjacent building structure SW of Pier C. Taxi lanes A–1 and H, rstd to Group III acft with max wingspan of 118′. Twy A is restricted to Group IV acft, wingspan 171′ or less. Twy P between Twy P1 and Twy C rstd to wingspans of 171′ or less. Twy S, south of Rwy 22, restricted to acft 60000 lbs and less. Twy E clsd and barricaded between Rwy 10–28 and Twy P indef. Rwy 15L–33R restricted to acft producing less than 90 decibels except for emergencies. Continuous mowing ops adjacent all rwys and twys–Apr through Nov. Distracting lgts (golf driving range) rgt side extended centerline Rwy 33L from apch end rwy to ¼ mile final. Acft on visual apchs expect to maintain 3000 ft until 10 DME from BWI; departure acft should expect turns based on Baltimore DME. Rwy 15R de–ice pad, positions 1, 2 and 3 restricted to acft with wingspan of 135′ or less, position 4 restricted to acft with wingspan of 156′ or less, and position 5 restricted to acft with wingspan 214′ or less. Rwy 28 de–ice pad lane 1 rstd to acft with wingspan 171′ or less, lane 2 rstd to acft with wingspan 135′ or less, lane 3 is used by large acft maximum wingspan 215′ and when in use–lanes 2 and 4 are unavbl. Lanes 4,5 and 6 are rstd to acft wingspan 135′ or less. Concourse A – alternate de–icing area is rstd to B737–800 size aircraft with winglets or smaller on spots 6, 7A, and 8A. B737–700 size aircraft with winglets or smaller are rstd to spots 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (410) 691–1278. TDWR.

COMMUNICATIONS: D–ATIS 115.1 127.8 **UNICOM** 122.95

BALTIMORE RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

® **POTOMAC APP CON** 119.0 (020°–100°) 124.55 (101°–130°) 119.7 (131°–180°) 128.7 (181°–019°) 126.75

POTOMAC DEP CON 126.75

BALTIMORE TOWER 119.4 **GND CON** 121.9 **CLNC DEL** 118.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

(L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ at fld. 140/11W.

TACAN unusable 300°–349° byd 35 NM

DME unusable 133°–155° byd 36 NM

VORTAC unusable 133°–155° byd 20 NM blo 10,000′.

ELLICOTT NDB (MHW) 371 FND N39°17.24′ W76°46.62′ 154° 8.4 NM to fld.

Unusable 140°–320° byd 12 NM blo 10,500′.

ILS 109.7 I–BAL Rwy 10. Class IIIE.

ILS 111.95 I–UQC Rwy 15L. Class IA

ILS 111.7 I–FND Rwy 15R. Class IA.

ILS 109.7 I–OEH Rwy 28. Class IA.

ILS 111.7 I–RUX Rwy 33L. Class IB.

ILS 111.95 I–BWI Rwy 33R. Class IB. Coupled apchs not authorized blo 700′ MSL. GS unusable 1.2 NM inbound blo 553′.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: H1 helipad located NE of Twy ‘Q’ on general aviation apron.

ESSEX SKYPARK (W48) 3 SE UTC−5(−4DT) N39°15.75′ W76°25.93′ **WASHINGTON COPTER**

15 B NOTAM FILE DCA

RWY 16–34: H2084X30 (ASPH) LIRL

RWY 16: APAP(PNIL)—GA 4.5° TCH 19′. Thld dsplcd 185′. Trees. Road.

RWY 34: APAP(PNIR)—GA 4.5° TCH 20′.

AIRPORT REMARKS: Unattended. No touch and go ldgs. No helicopter ops. ACTIVATE LIRL Rwy 16–34–CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

00

WATERWAY 16–34: 3000X300 (WATER)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BALTIMORE, MD		
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)	HS 1	Uncontrolled stop bar. No crossing allowed.
	HS 2	Rwy 10-28 in close proximity to Twy P1 int.
	HS 3	Twy E closed and barricaded.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

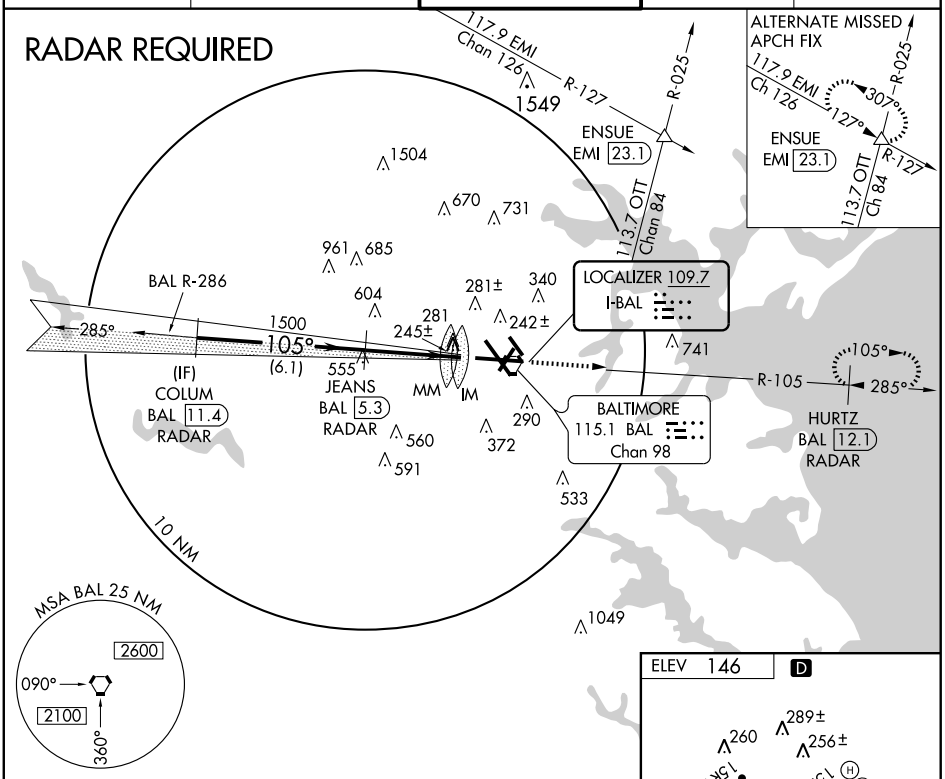
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 10

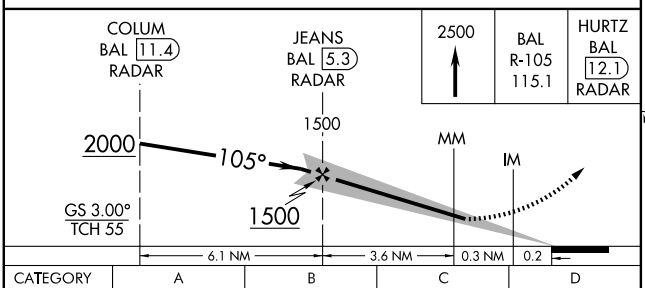
DME Required.

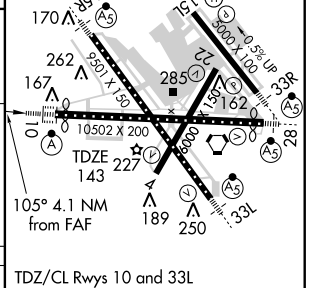
ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

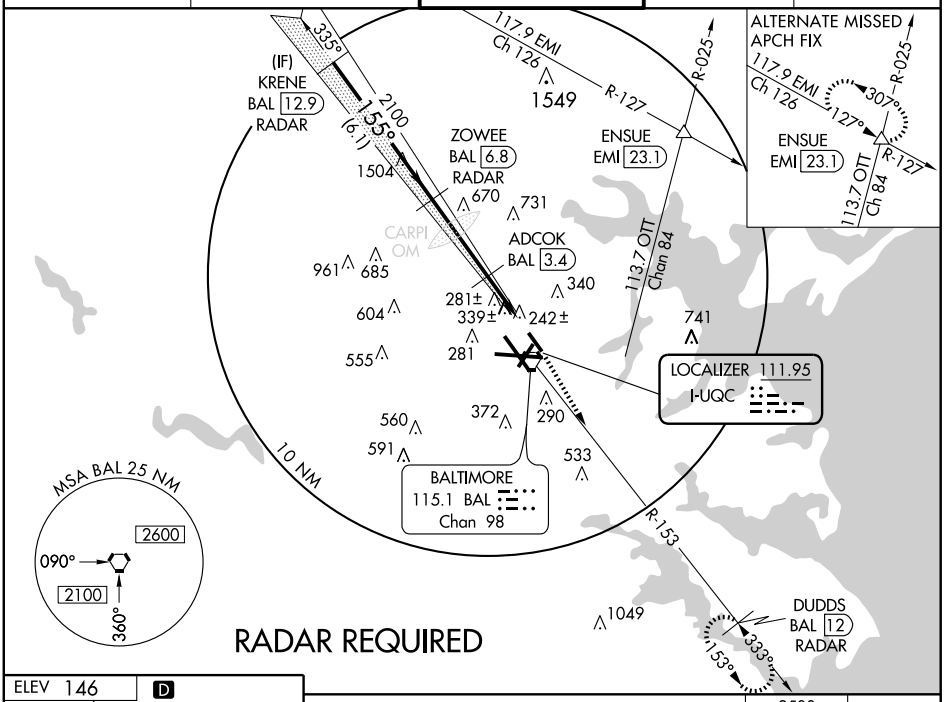
LOC I-UQC	APP CRS	Rwy ldg	5000
111.95	155°	TDZE	142
		Apt Elev	146

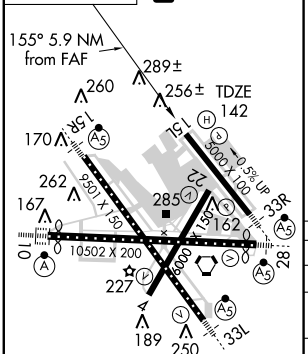
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 15L

DME Required.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via heading 155° and BAL R-153 to DUDDS/BAL 12 DME/RADAR and hold.

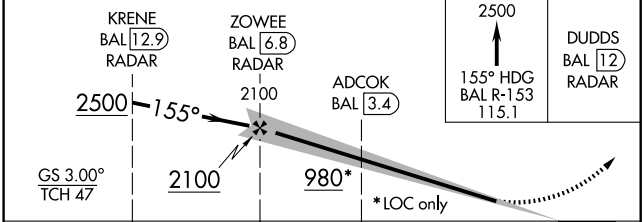
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 15L	471/60 329 (400-1¼)			
S-LOC 15L	980/50 838 (900-1)	980/60 838 (900-1¼)	980-2½ 838 (900-2½)	980-2¾ 838 (900-2¾)
CIRCLING	980-1 834 (900-1)	980-1¼ 834 (900-1¼)	980-2½ 834 (900-2½)	980-2¾ 834 (900-2¾)
ADCOK FIX MINIMUMS				
S-LOC 15L	560/50 418 (500-1)		560/60 418 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-OEH	APP CRS	Rwy ldg	10002
109.7	285°	TDZE	142
		Apt Elev	146

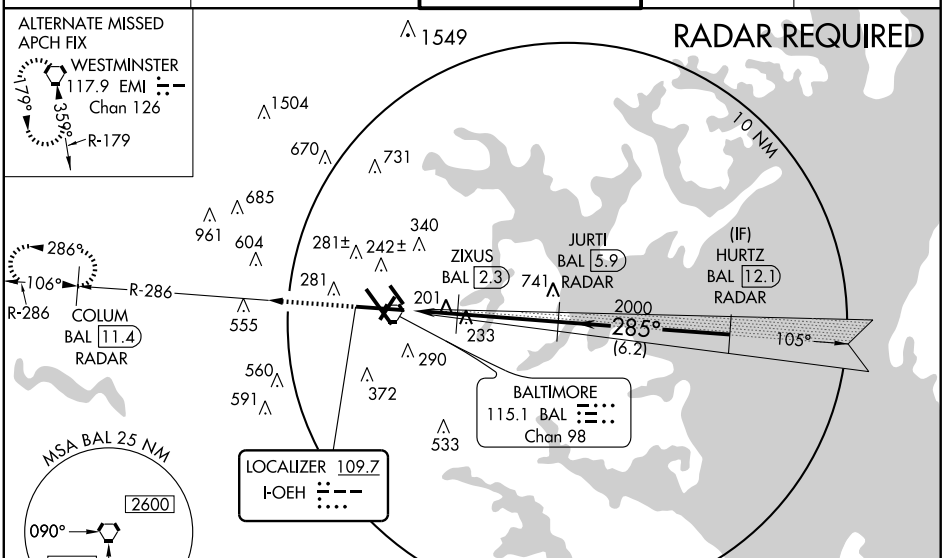
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 28

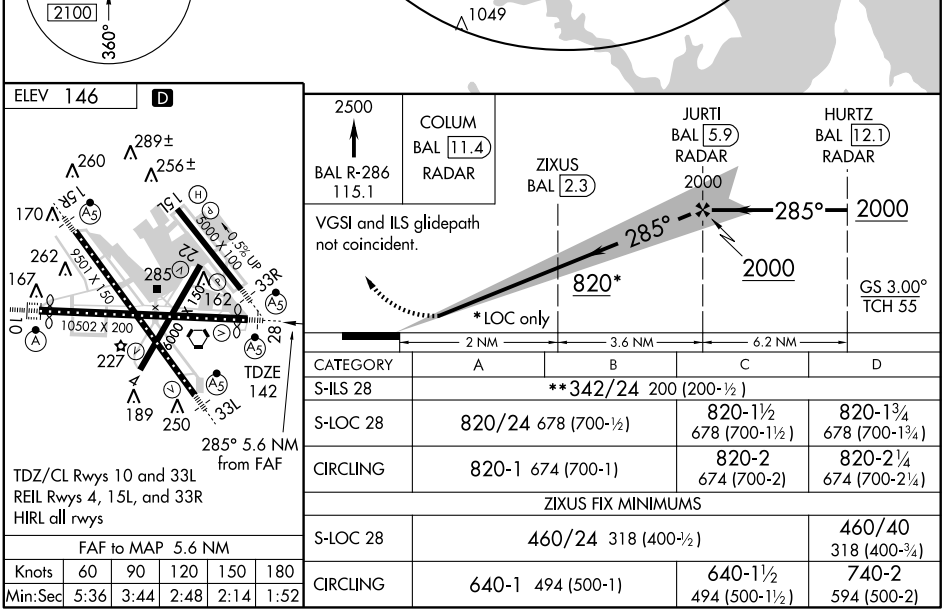
DME Required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.
ZIXUS Fix mimimums: For inoperative MALSR, increase S-LOC 28 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2500 via BAL R-286 to COLUM/BAL 11.4 DME/ RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 28	**342/24 200 (200-½)			
S-LOC 28	820/24 678 (700-½)		820-1½ 678 (700-1½)	820-1¾ 678 (700-1¾)
CIRCLING	820-1 674 (700-1)		820-2 674 (700-2)	820-2¼ 674 (700-2¼)
ZIXUS FIX MINIMUMS				
S-LOC 28	460/24 318 (400-½)			460/40 318 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (500-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-RUX	APP CRS	Rwy ldg	9501
111.7	335°	TDZE	142
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

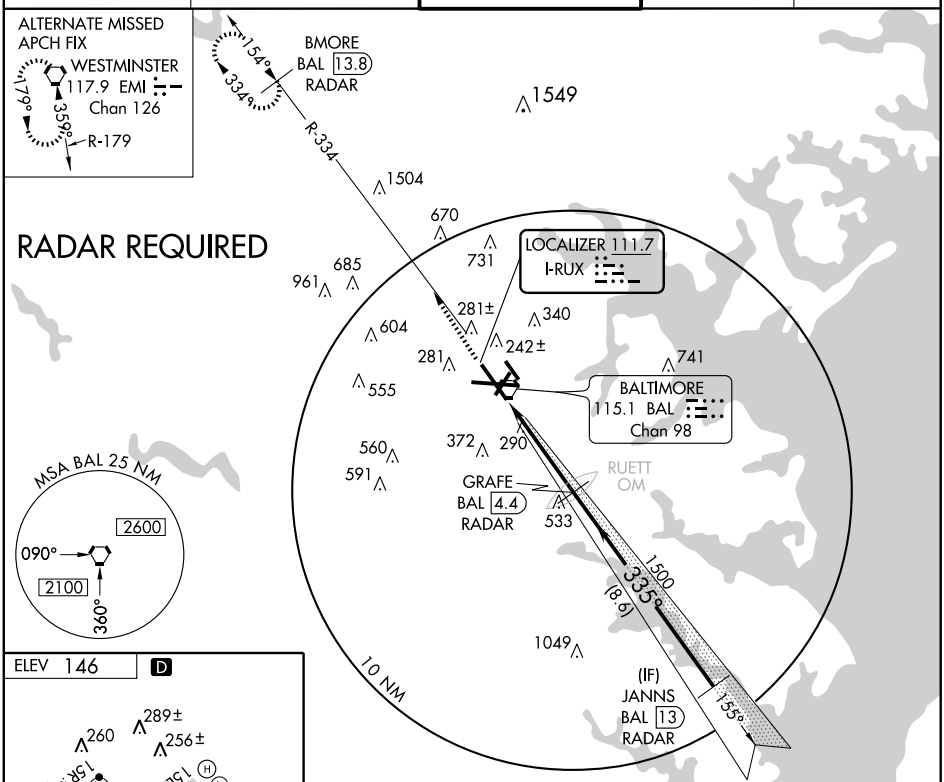
ILS or LOC RWY 33L

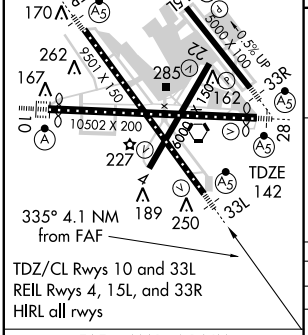
DME Required.

MALSR

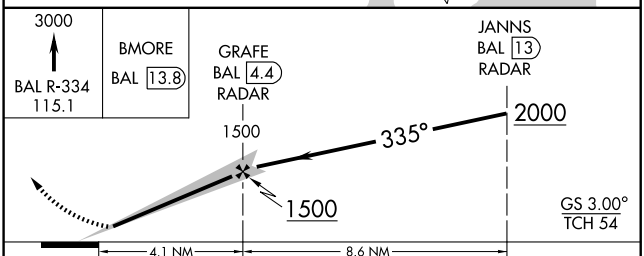
MISSED APPROACH: Climb to 3000 via BAL R-334 to BMORE/BAL 13.8 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 33L	342/18 200 (200-½)			
S-LOC 33L	540/24 398 (400-½)			540/40 398 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-BWI	APP CRS	Rwy ldg	5000
111.95	335°	TDZE	124
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

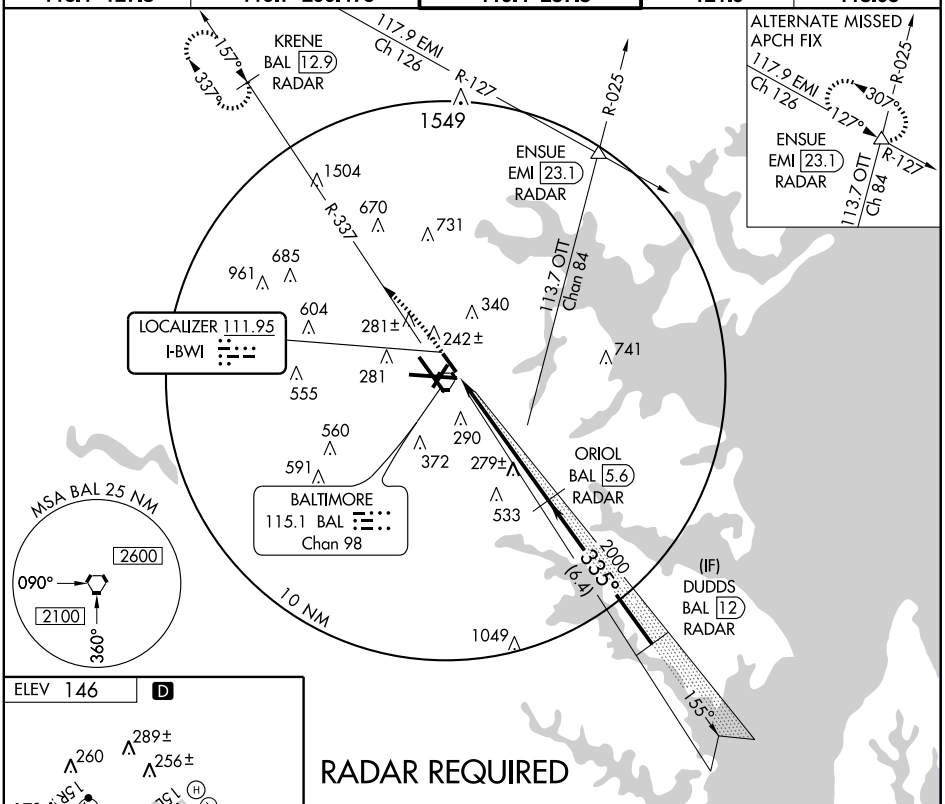
ILS or LOC RWY 33R

Autopilot coupled approach NA below 700. DME required.

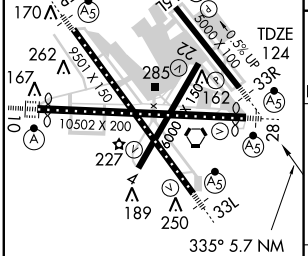
MALSR

MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

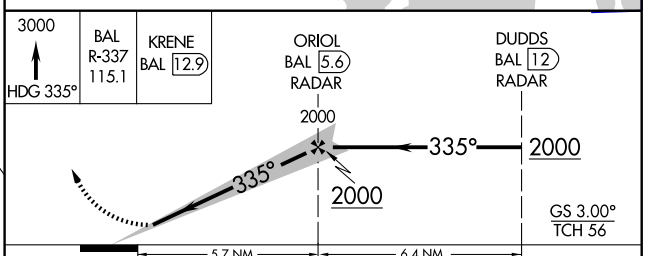


RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 33R	331/24 207 (200-½)			
S-LOC 33R	540/24 416 (400-½)		540/40 416 (400-¾)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

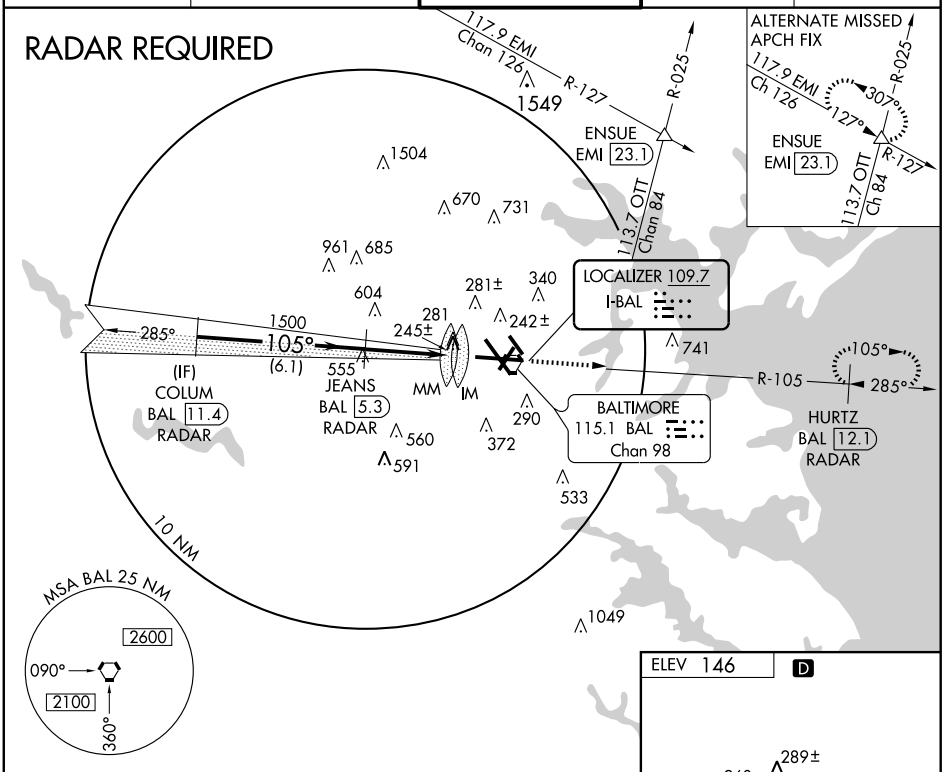
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS RWY 10 (CAT II)

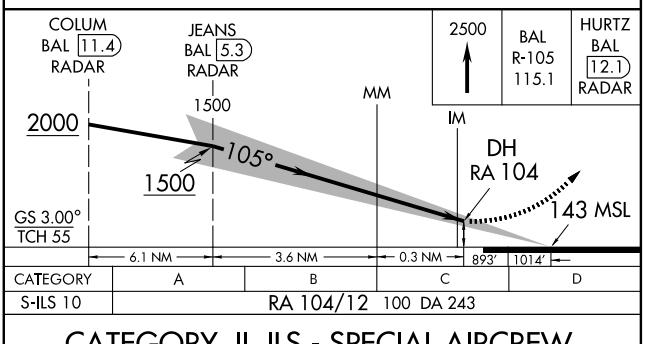
DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

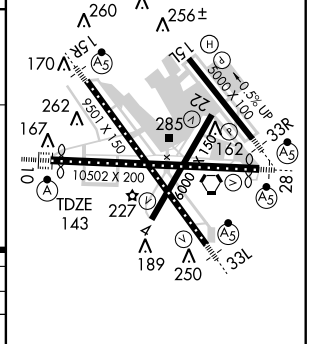
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
S-ILS 10	RA 104/12 100 DA 243			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-BAL	APP CRS	Rwy ldg	9952
109.7	105°	TDZE	143
		Apt Elev	146

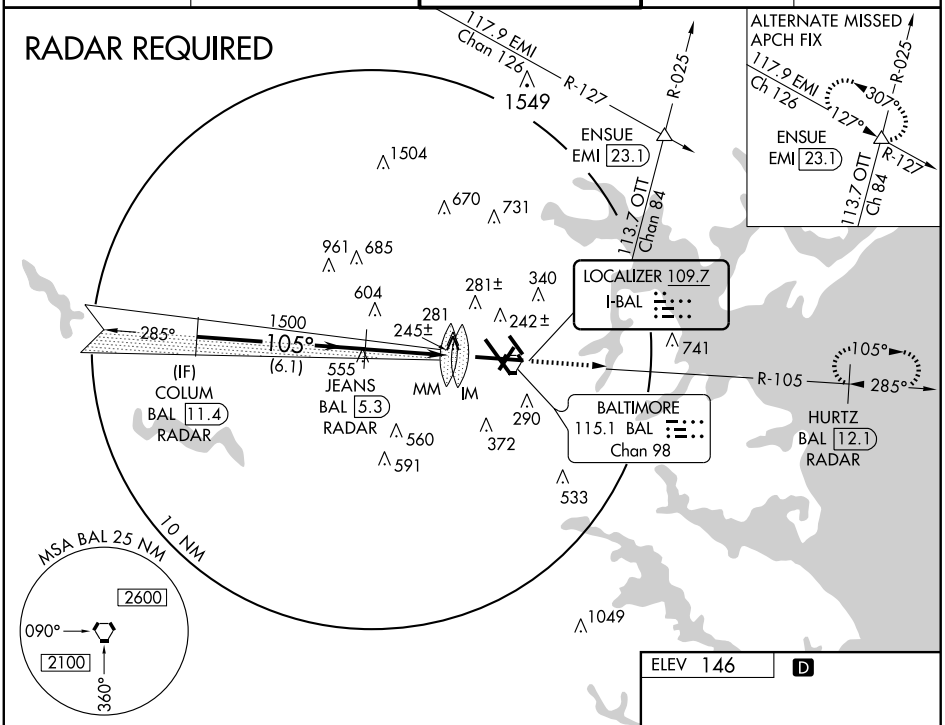
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS RWY 10 (CAT III)

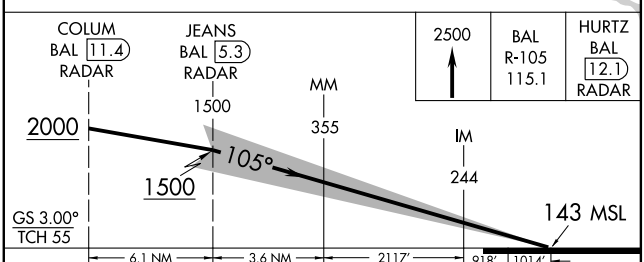
DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

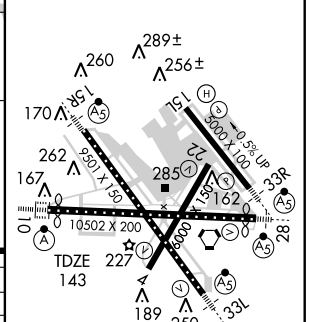
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa	RVR 07	
S-ILS 10		CAT IIIb	RVR 06	
S-ILS 10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-FND	APP CRS	Rwy ldg	9501
111.7	155°	TDZE	139
		Apt Elev	146

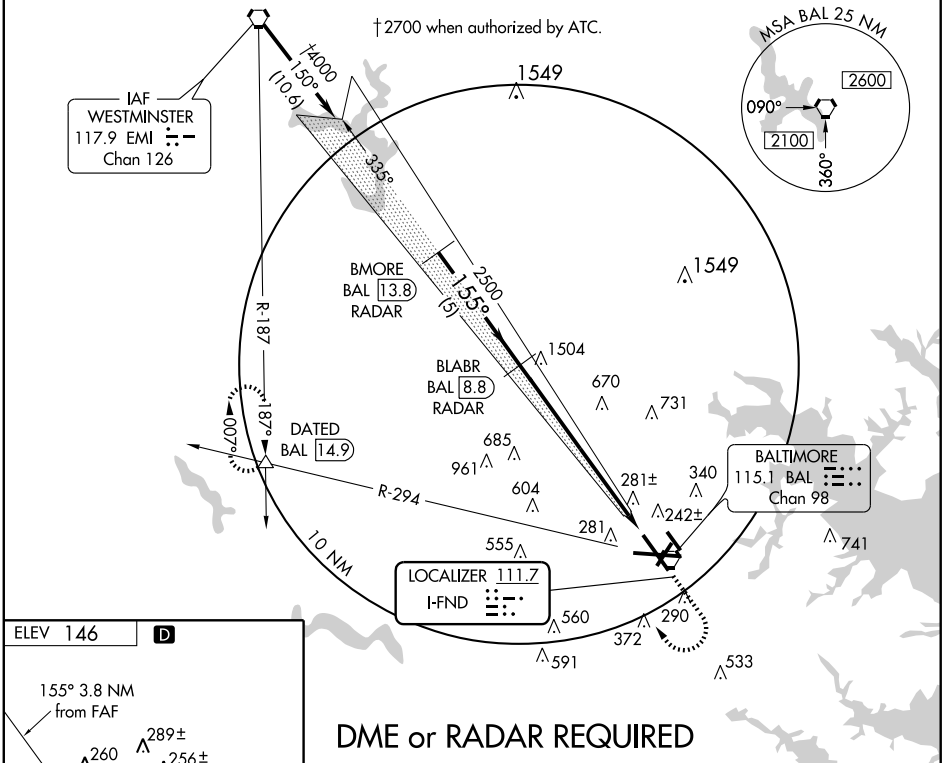
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS RWY 15R

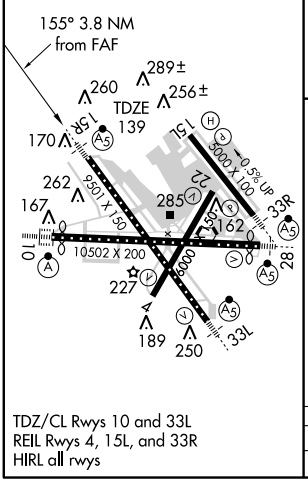
*RVR 1800 authorized with use of FD or AP or HUD to DA. DME from BAL VORTAC.

MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2500 via BAL R-294 to DATED Int/BAL 14.9 DME and hold.

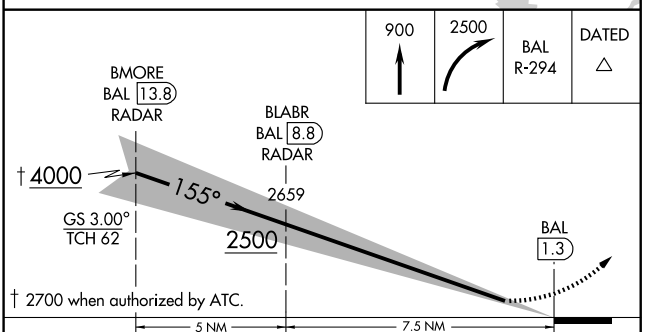
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





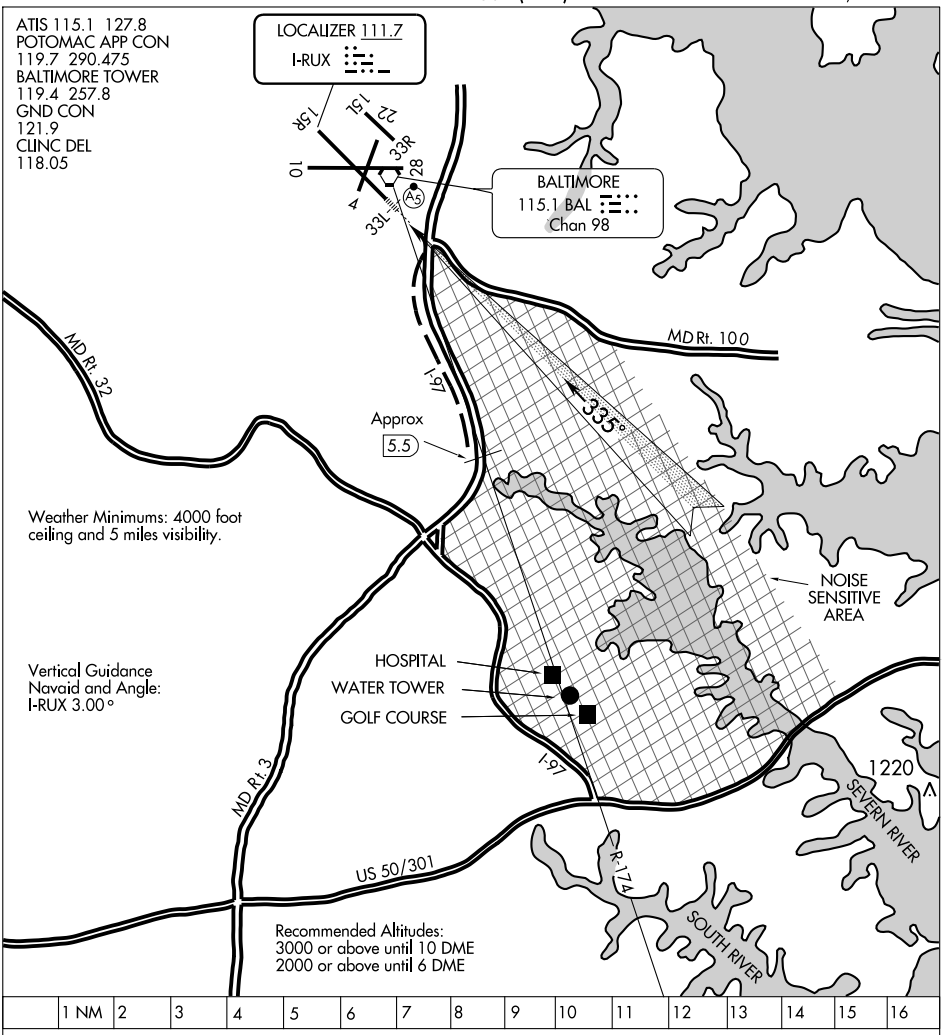
TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 15R	*339/24 200 (200-½)			

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALSR will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbojets arriving via OTT VORTAC.

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY RGNL

MARTIN STATE

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

ARMEL
113.5 AML
Chan 82

DEALE
N38°47.87′
W76°32.01′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.

RIPKN
N38° 55.90′
W76° 34.05′

RAVNN
N38° 48.27′
W76° 31.08′

CASANOVA
116.3 CSN
Chan 110
N38°38.47′-W77°51.93′
L-29-34-36, H-10-12
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL 190.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below 9000′.

SACCO
N38°40.23′
W77°22.90′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 16,000′.

SABBI
N38°22.91′
W77°08.25′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′.

BROOKE
114.5 BRV
Chan 92
N38°20.18′-W77°21.17′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′ and 280 Kts.

PEGBY
N38° 04.72′
W77° 12.06′

OGATE
N38° 03.48′
W77° 31.07′

NOTE:
All part 91, 101, 103, 105, 125, 133, 135 and 137 flight operations are prohibited on the CASANOVA TRANSITION.

NOTE:
This STAR applicable to turbojet aircraft only.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

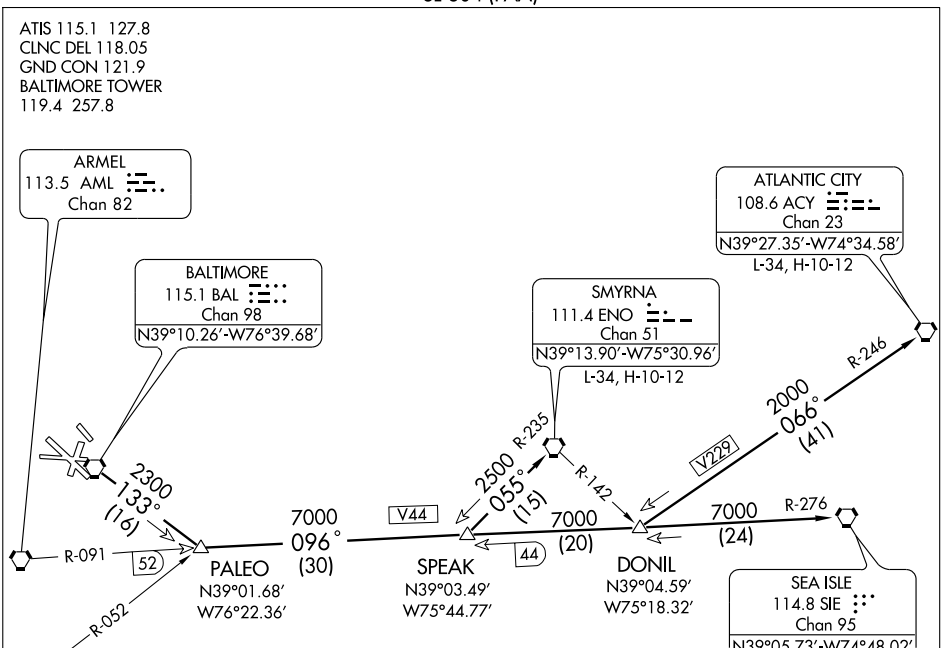
RICHMOND
114.1 RIC
Chan 88
N37°30.14′-W77°19.22′
L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .
FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .
RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NE-3, 23 SEP 2010 to 21 OCT 2010



TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R, 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.

NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.

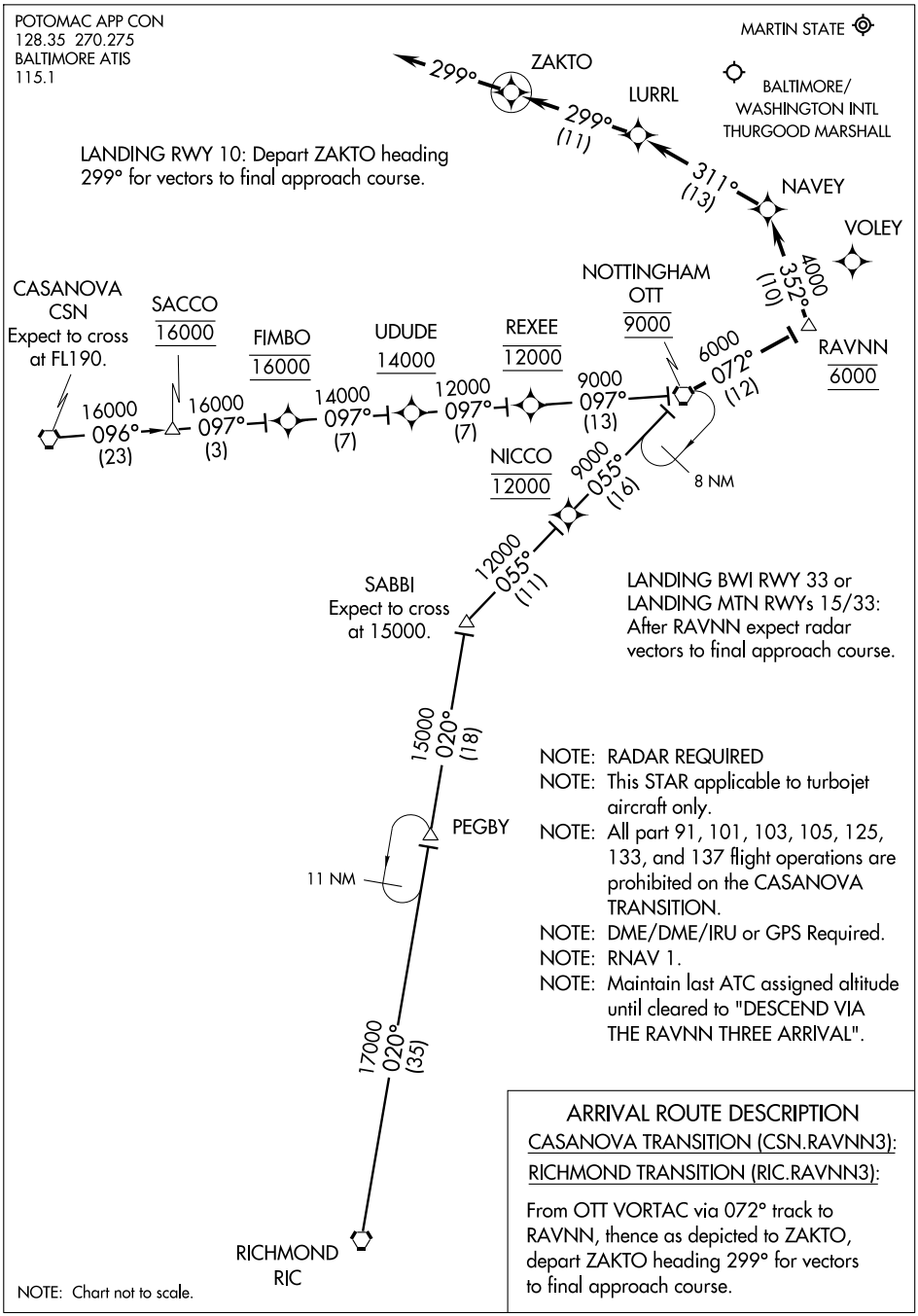
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.
SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.
SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND



NE-3, 23 SEP 2010 to 21 OCT 2010

RAVNN THREE ARRIVAL (RNAV)
BALTIMORE, MARYLAND
(RAVNN.RAVNN3) 09239

APP CRS	Rwy ldg	6000
058°	TDZE	146
	Apt Elev	146

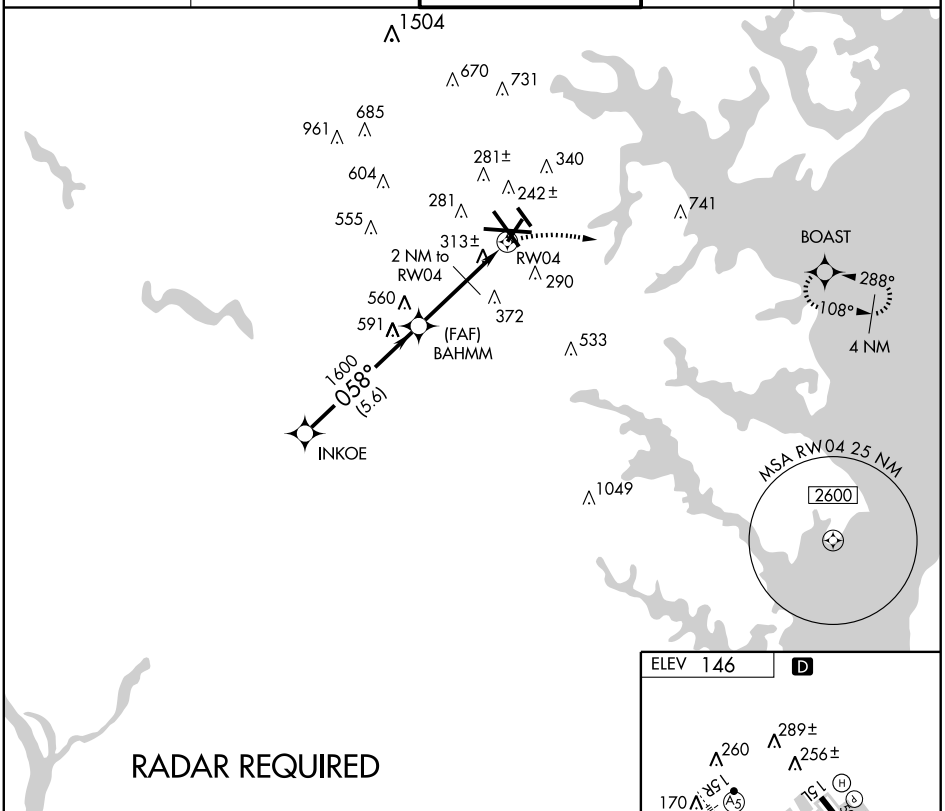
RNAV (GPS) RWY 4
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

NA

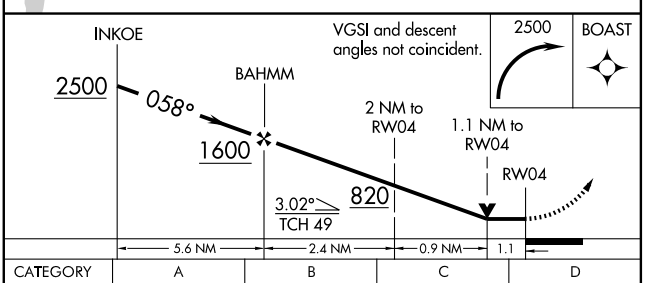
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct BOAST WP and hold.

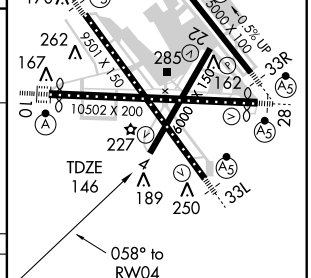
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

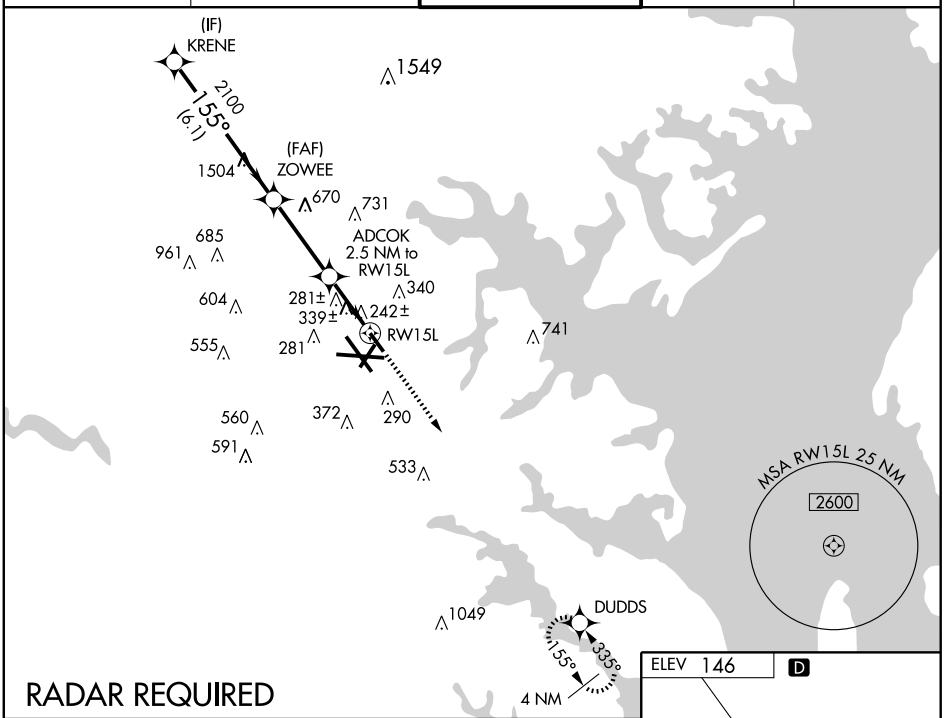
WAAS CH 40108 W15A	APP CRS 155°	Rwy ldg 5000 TDZE 142 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
RNAV (GPS) RWY 15L

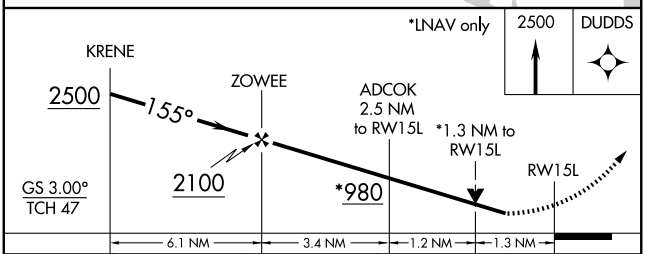
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

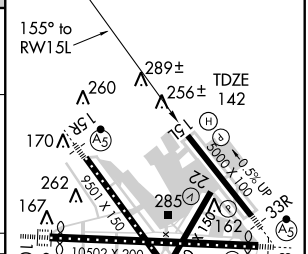
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	519/60 377 (400-1¼)			
LNAV/ VNAV DA	659-1¾ 517 (600-1¾)			
LNAV MDA	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all Rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6000
224°	TDZE	143
	Apt Elev	146

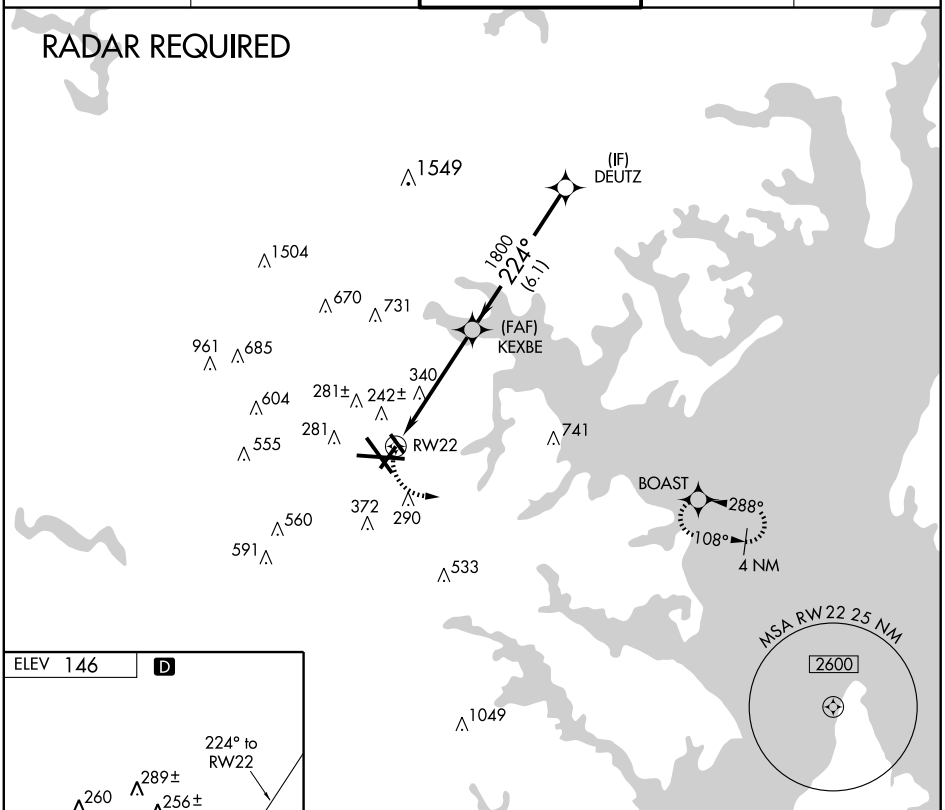
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 22

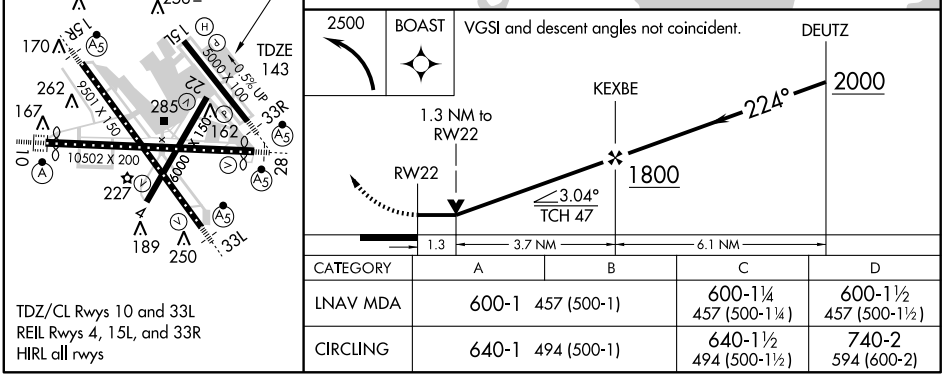
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct BOAST and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 69208 W33B	APP CRS 335°	Rwy ldg 5000 TDZE 124 Apt Elev 146

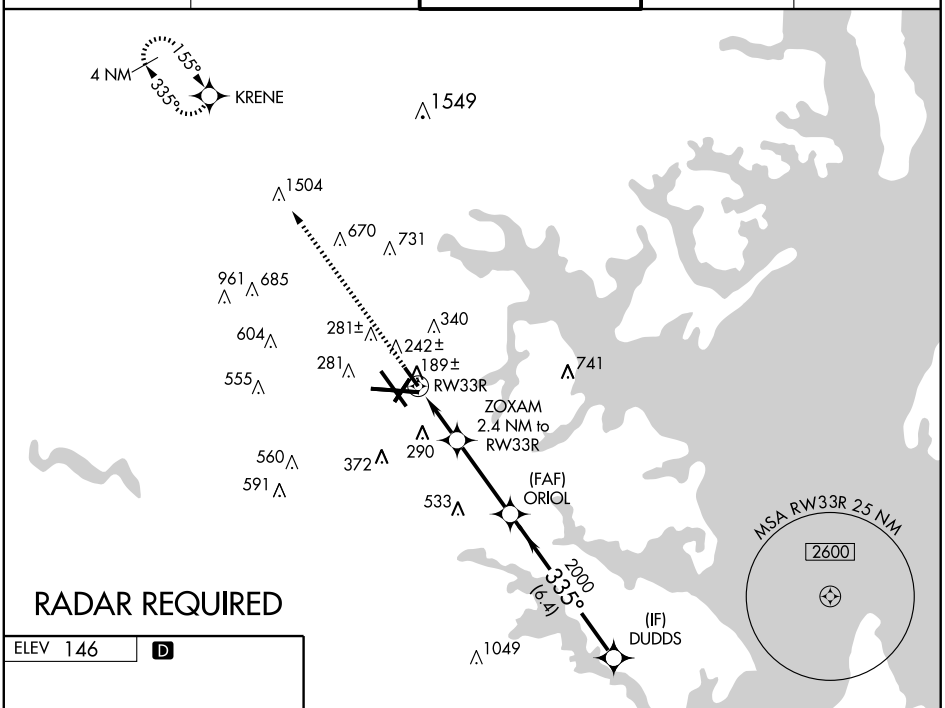
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
RNAV (GPS) RWY 33R

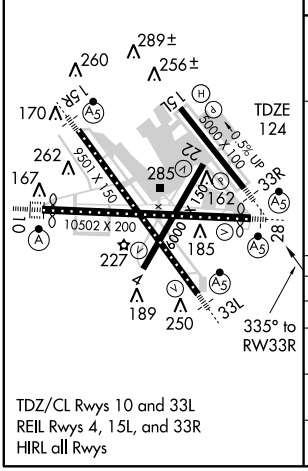
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

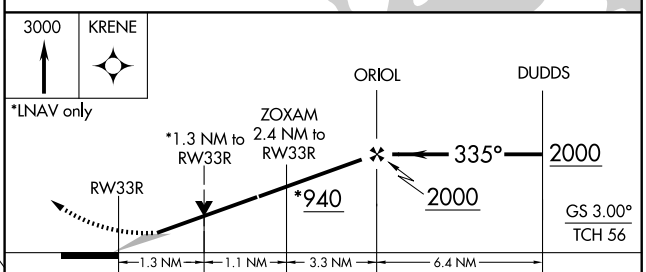
MALSR

MISSED APPROACH: Climb to 3000 direct KRENE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
LPV DA	392/24 268 (300-½)			
LNAV/ VNAV DA	518/50 394 (400-1)			
LNAV MDA	580/24 456 (500-½)		580/40 456 (500-¾)	580/50 456 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 53707 W10A	APP CRS 105°	Rwy ldg 9952 TDZE 143 Apt Elev 146

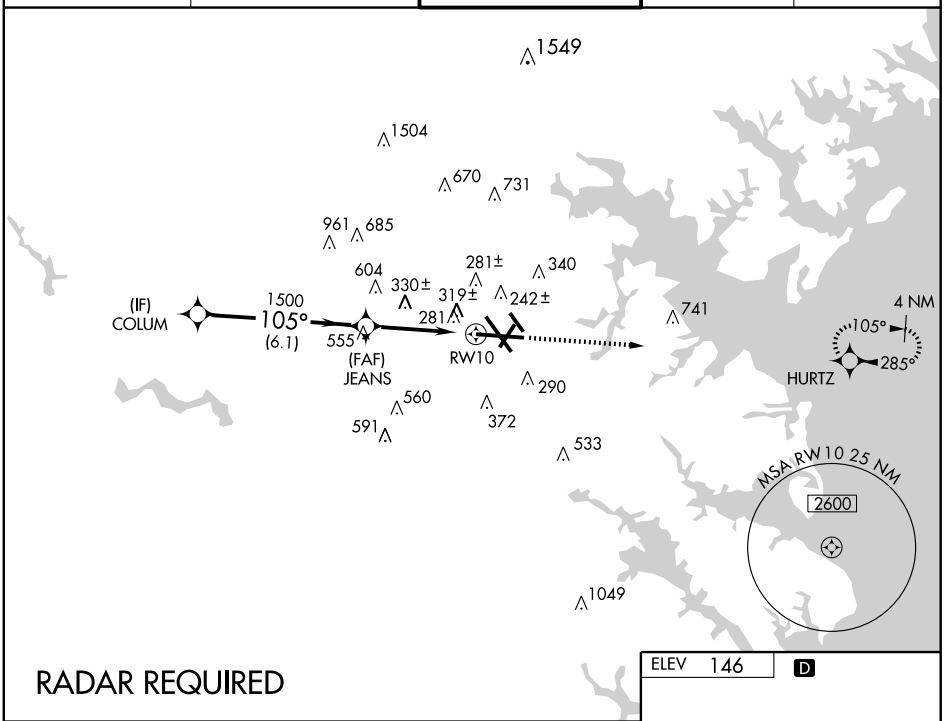
RNAV (GPS) Y RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

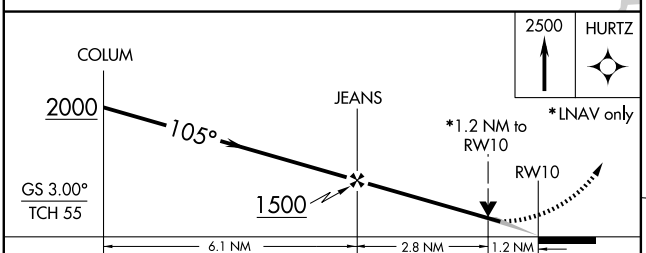
ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

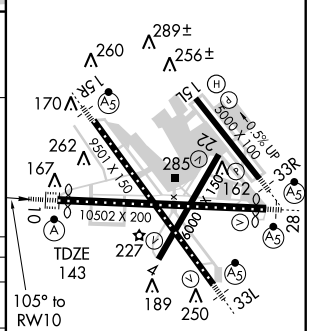


RADAR REQUIRED



*LNAV only

CATEGORY	A	B	C	D
LPV DA	343/24 200 (200-½)			
LNAV/VNAV DA	634/60 491 (500-1¼)			
LNAV MDA	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 66007 W15B	APP CRS 155°	Rwy ldg 9501 TDZE 139 Apt Elev 146

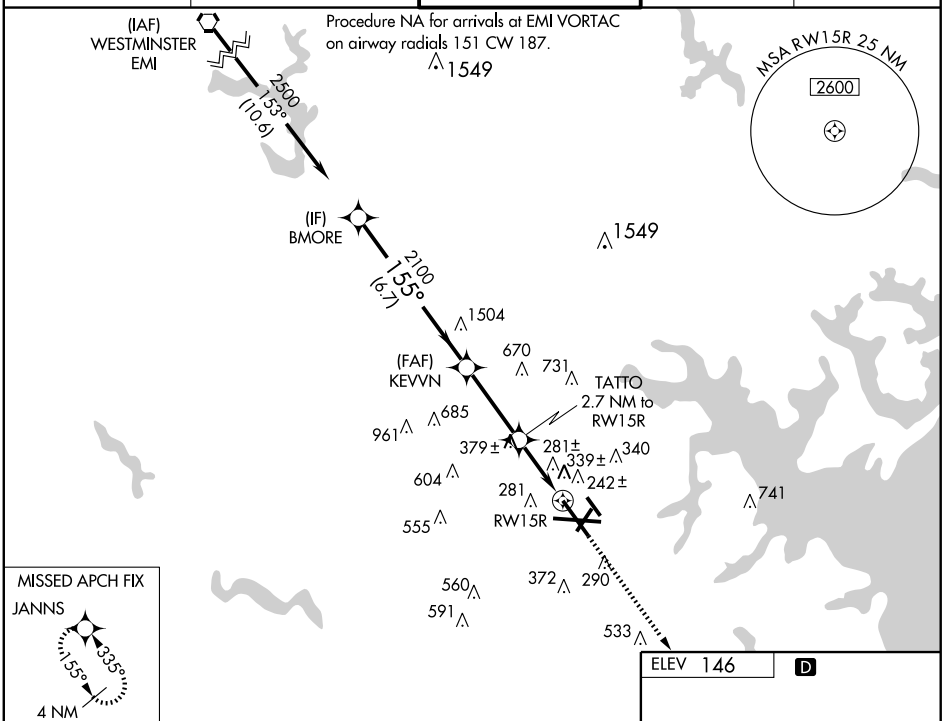
RNAV (GPS) Y RWY 15R
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

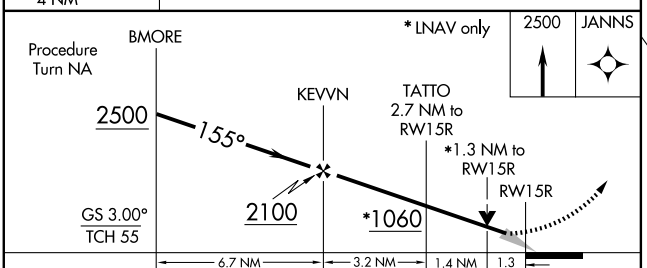
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

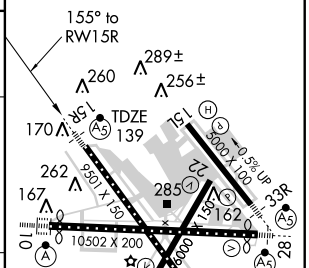
MISSED APPROACH: Climb to 2500 direct JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
LPV DA	339/24 200 (200-½)			
LNAV/VNAV DA	659/60 520 (600-1¼)			
LNAV MDA	600/24 461 (500-½)		600/40 461 (500-¾)	600/50 461 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 48808 W28A	APP CRS 285°	Rwy ldg 10002 TDZE 142 Apt Elev 146

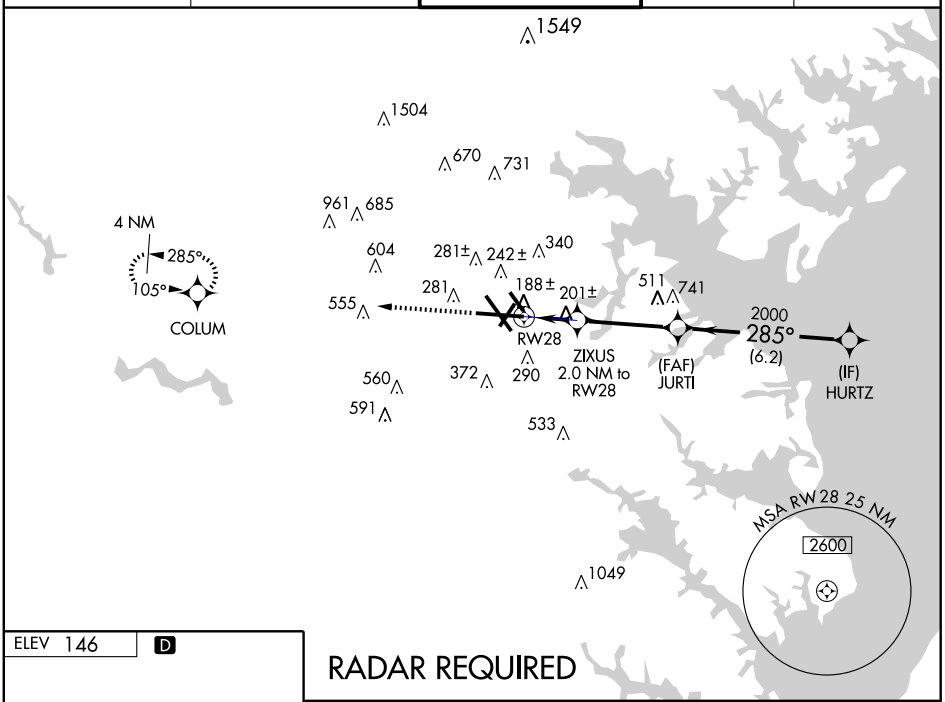
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) Y RWY 28

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

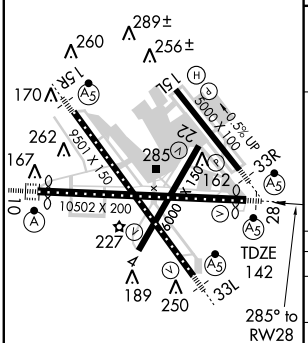
MALSR

MISSED APPROACH: Climb to 2500 direct COLUM and hold.

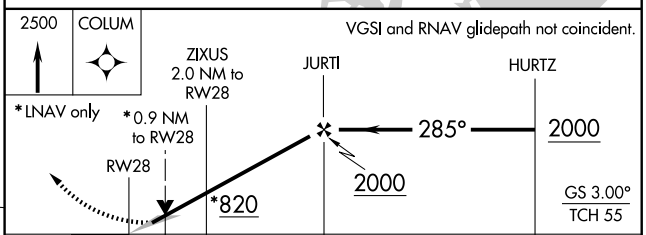
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/VNAV DA	567/50 425 (500-1)			
LNAV MDA	480/24 338 (400-½)			480/50 338 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82207 W33A	APP CRS 335°	Rwy ldg 9501 TDZE 142 Apt Elev 146

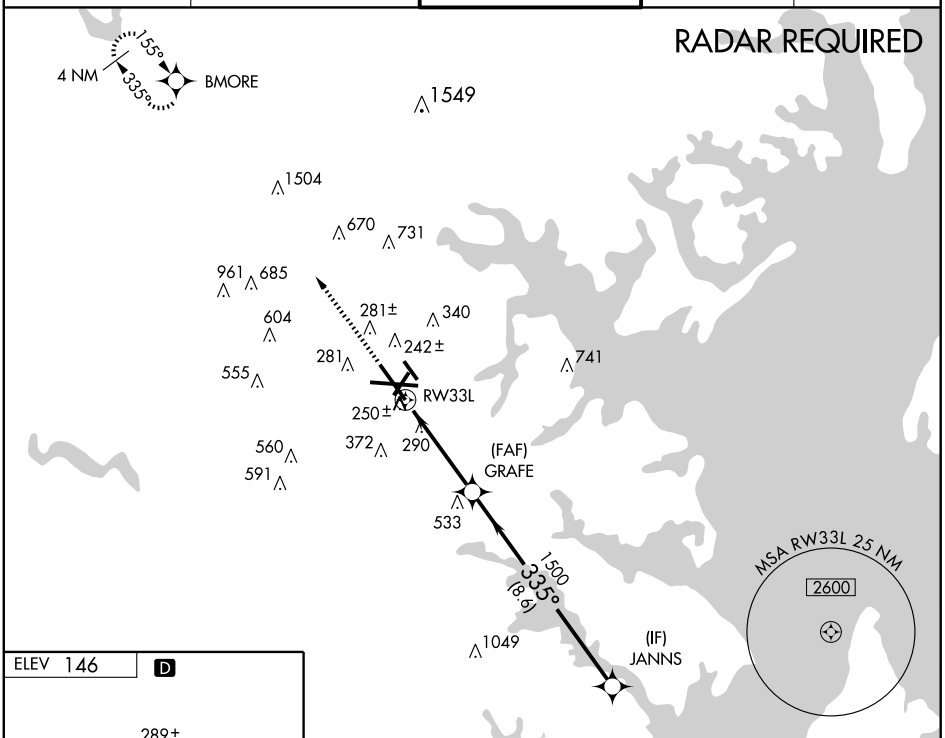
RNAV (GPS) Y RWY 33L
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

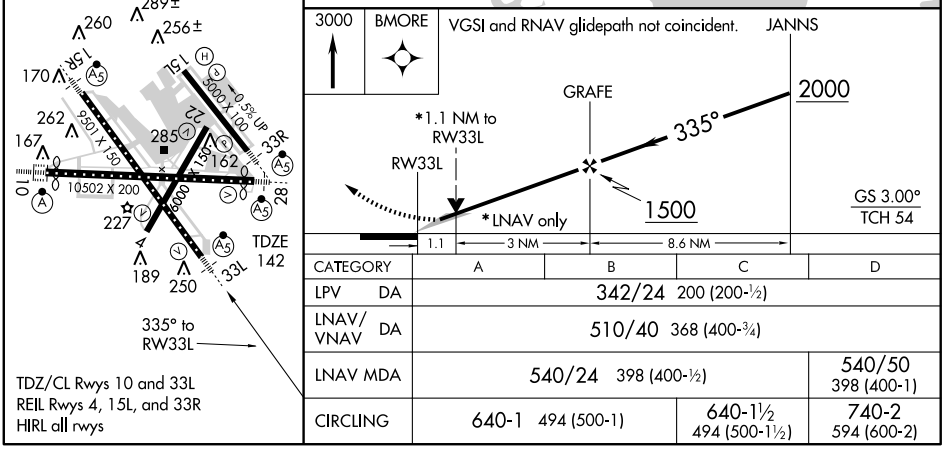
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/VNAV DA	510/40 368 (400-¾)			
LNAV MDA	540/24 398 (400-½)			540/50 398 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9952
105°	TDZE	143
	Apt Elev	146

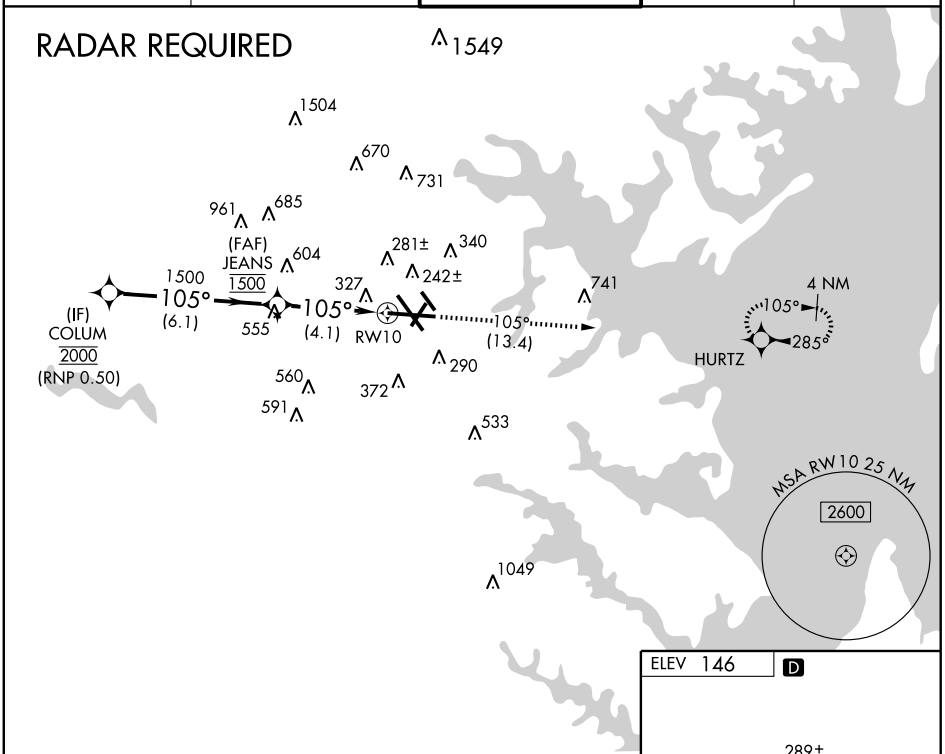
RNAV (RNP) Z RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

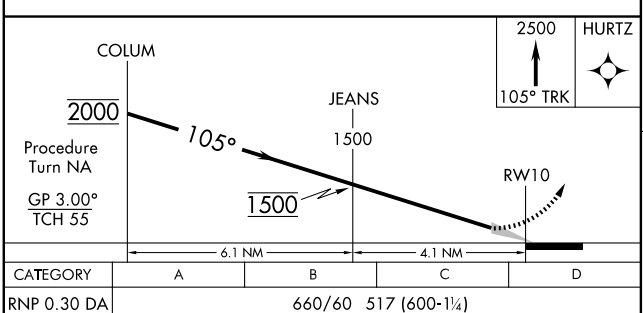
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). GPS Required.
For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 2500 via track 105° to HURTZ and hold.

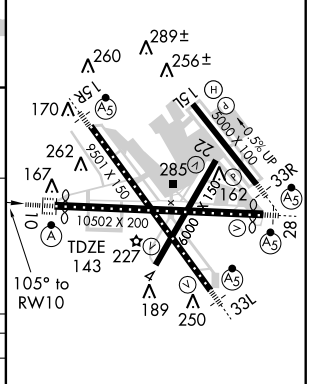
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





CATEGORY	A	B	C	D
RNP 0.30 DA	660/60 517 (600-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9501
155°	TDZE	139
	Apt Elev	146

RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.20 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 2500 via track 155° to JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

(IAF)
WESTMINSTER
EMI
4000
(RNP 0.50)

Procedure NA for arrivals at EMI VORTAC on airway radials 151 CW 187.

2500
153°
(10.6)

(IF)
BMORE
2500

2100
155°
(6.7)

(FAF)
KEVVN
2100

155°
(5.9)

155°
(14.3)

RW15R

1549
1549
1504
670
731
961
685
281±
339±
340
242±
260
604
281±
555
741
290
560
372
591
533

MSA RW15R 25 NM
2600

MISSED APCH FIX
JANNS
155°
335°
4 NM

2500
155° TRK
JANNS

ELEV 146 D

155° to RW15R
289±
260
256±
TDZE
139
170
262
167
285
162
227
189
250
10502 X 200
6000 X 150
5000 X 100
0.5% UP
10
28
33R
33L

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

BMORE
2500
Procedure Turn NA
GP 3.00°
TCH 55
155°
KEVVN
2100
2100
RW15R
6.7 NM
5.9 NM

CATEGORY	A	B	C	D
RNP 0.20 DA	582/50 443 (500-1)			
RNP 0.30 DA	640/60 501 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	10002
285°	TDZE	142
	Apt Elev	146

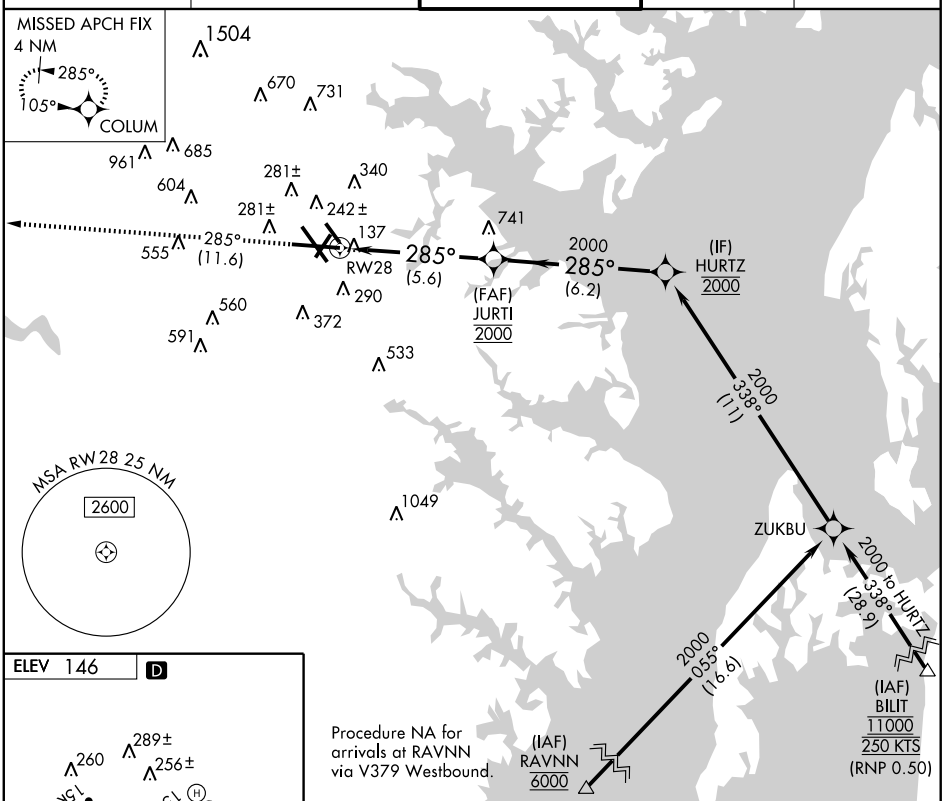
RNAV (RNP) Z RWY 28
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

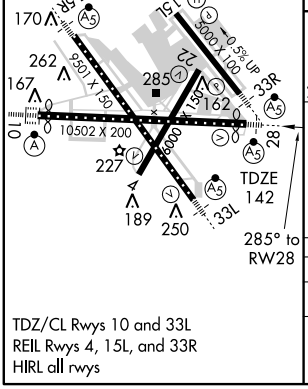
For inoperative MALSR, increase RNP 0.30 all Cats visibility to RVR 6000. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).

MALSR A5

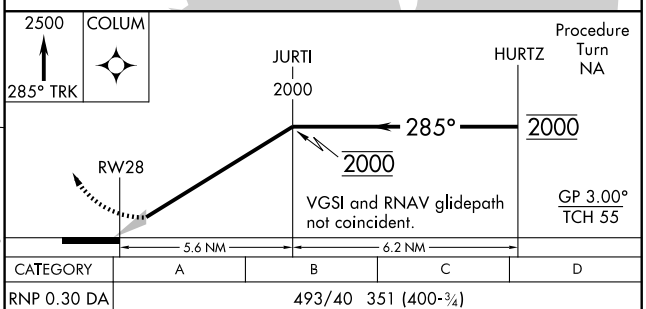
MISSED APPROACH: Climb to 2500 via track 285° to COLUM and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	493/40 351 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9501
335°	TDZE	142
	Apt Elev	146

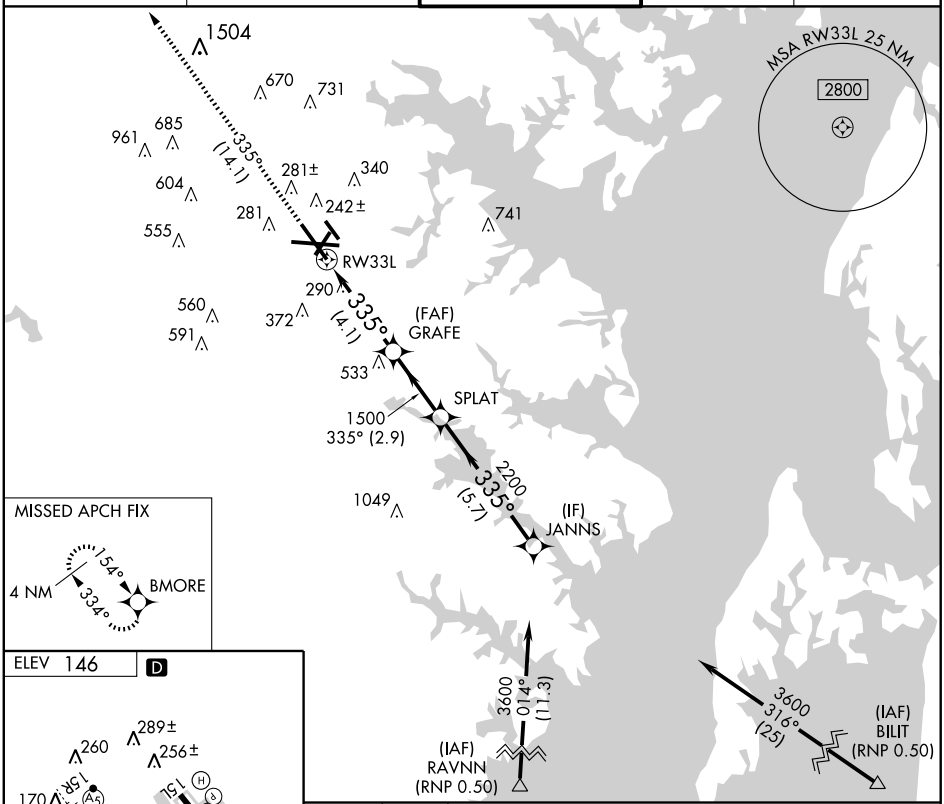
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
RNAV (RNP) Z RWY 33L

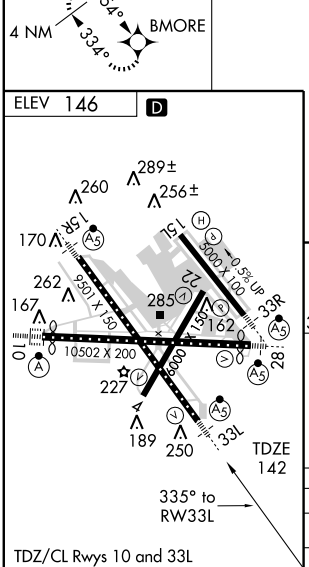
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000.

MALSR

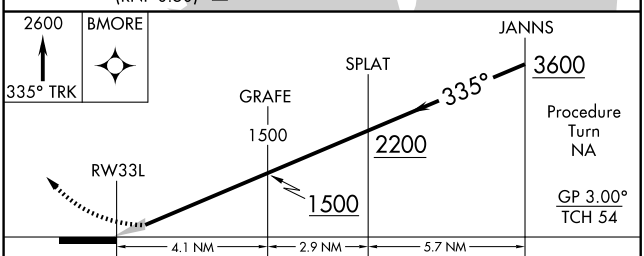
MISSED APPROACH: Climb to 2600 via track 335° to BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	476/40 334 (400-¾)			

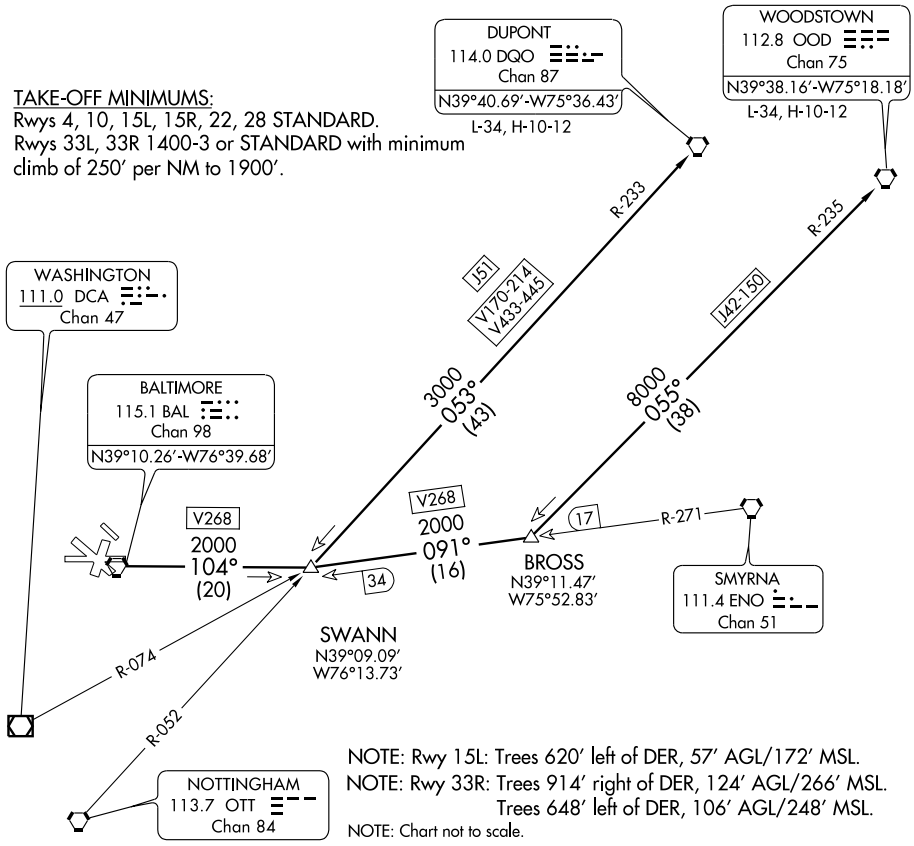
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.



NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.
NOTE: Chart not to scale.

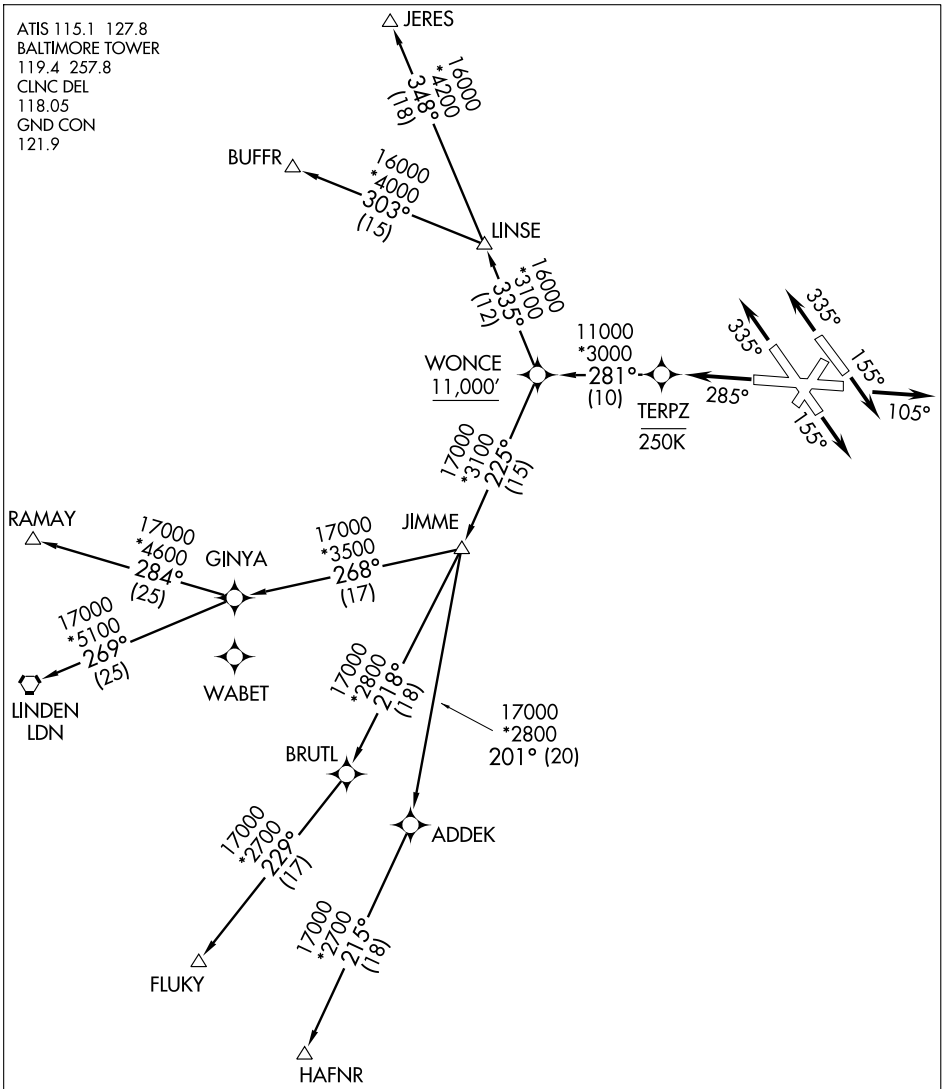
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....
PROPS: Fly runway heading. Thence....
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence....
....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.
WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

TERPZ TWO DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND



TAKE-OFF MINIMUMS:
Rwys 4, 22: NA - Air Traffic.
Rwys 10,15R, 15L, 28, 33R, 33L: STANDARD with minimum climb of 500 feet per NM to 2,500. ATC climb of 500 feet per NM to 11,000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Do not exceed 250 Kias until passing TERPZ.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 23 SEP 2010 to 21 OCT 2010

TERPZ TWO DEPARTURE (RNAV)
(TERPZ2.TERPZ) 10266
BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

TERPZ TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15R: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 15L: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 33R: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 33L: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 105°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 285°, or as assigned, for radar vectors to TERPZ, Thence. . . .

. . . . via assigned transition, expect further clearance to filed altitude within 10 minutes after departure.

BUFFR TRANSITION (TERPZ2.BUFFR):

FLUKY TRANSITION (TERPZ2.FLUKY):

HAFNR TRANSITION (TERPZ2.HAFNR):

JERES TRANSITION (TERPZ2.JERES):

LINDEN TRANSITION (TERPZ2.LDN):

RAMAY TRANSITION (TERPZ2.RAMAY):

TAKE-OFF OBSTACLES:
Rwy 28: Tree 1392′ from DER, 736′ left of centerline, 77′ AGL/176′ MSL.
Rwy 15R: Multiple trees beginning 1144′ from DER, 740′ right of centerline, up to 53′ AGL/172′ MSL.
Rwy 15L: Multiple trees beginning 648′ from DER, 619′ left of centerline, up to 68′ AGL/167′ MSL. Light on pole 921′ from DER, 618′ left of centerline, 62′ AGL/161′ MSL.
Rwy 33R: Trees beginning 975′ from DER, 116′ right of centerline, up to 83′ AGL/262′ MSL. Light on pole 2384′ from DER, 837′ right of centerline, 55′ AGL/254′ MSL. Light on pole 2736′ from DER, 247′ right of centerline, 17′ AGL/216′ MSL. Pole 3781′ from DER, 370′ right of centerline, 40′ AGL/242′ MSL. Trees beginning 2925′ from DER, 321′ left of centerline, up to 70′ AGL/289′ MSL. Building 998′ from DER, 654′ left of centerline, 24′ AGL/183′ MSL. Signal 2453′ from DER, 904′ left of centerline, 45′ AGL/204′ MSL. Light on pole 3869′ from DER, 603′ left of centerline, 72′ AGL/251′ MSL.
Rwy 33L: Fence 203′ from DER, 517′ right of centerline, 9′ AGL/149′ MSL. Tree 2250′ from DER, 843′ right of centerline, 66′ AGL/205′ MSL. Microwave antenna on building, 4725′ from DER, 907′ right of centerline, 126′ AGL/265′ MSL. Building 4693′ from DER, 874′ right of centerline, 127′ AGL/266′ MSL. Building-tower 4734′ from DER, 922′ right of centerline, 140′ AGL/260′ MSL.
Rwy 10: Building 52′ from DER, 319′ left of centerline, 13′ AGL/133′ MSL.

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

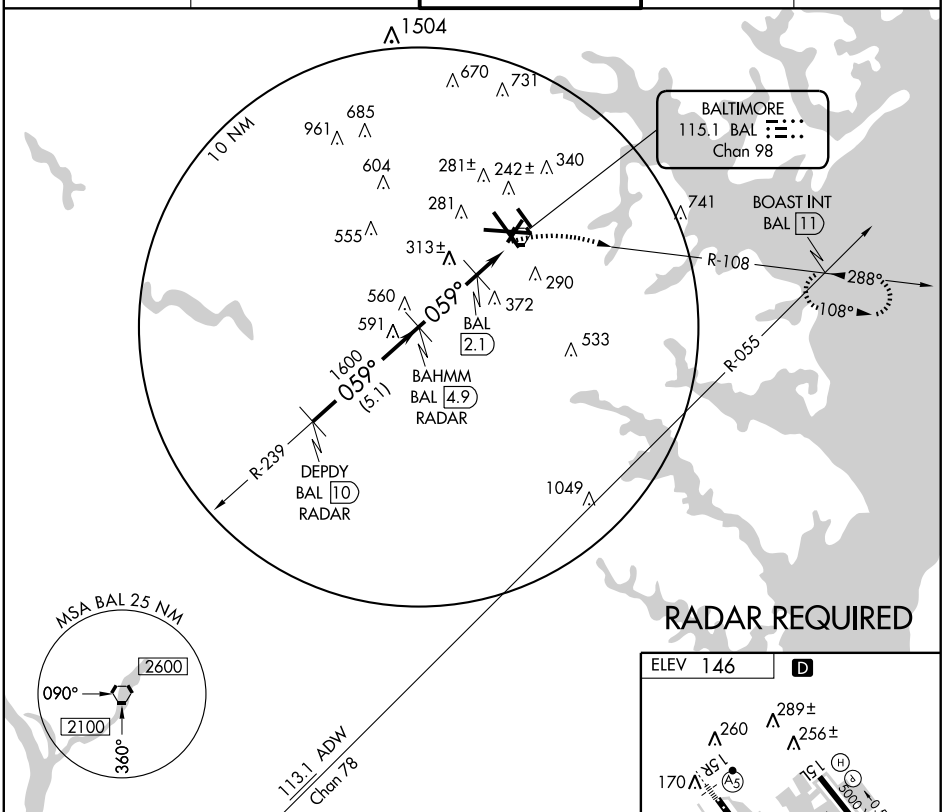
VORTAC BAL 115.1 Chan 98	APP CRS 059°	Rwy ldg 6000 TDZE 146 Apt Elev 146

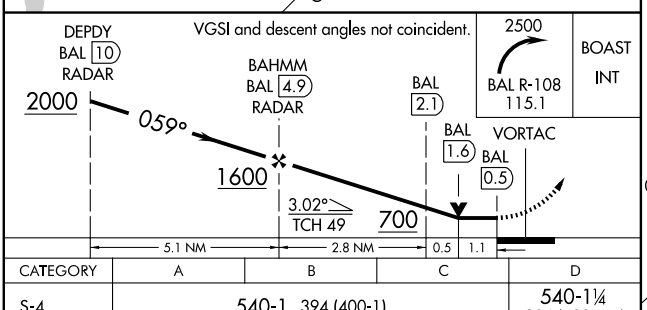
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

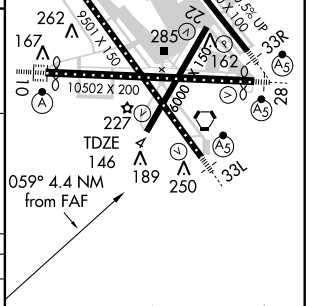
VOR/DME RWY 4

MISSED APPROACH: Climbing right turn to 2500 via BAL R-108 to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-4	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

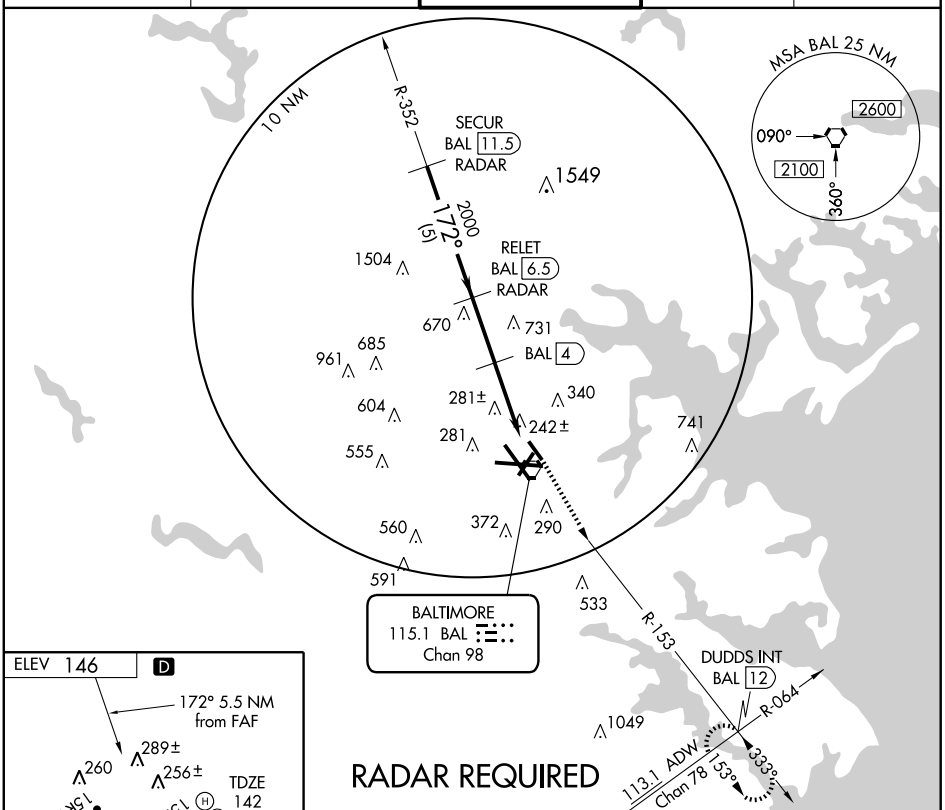
NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC BAL 115.1 Chan 98	APP CRS 172°	Rwy ldg 5000 TDZE 142 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR/DME RWY 15L

MISSED APPROACH: Climb to 2500 via BAL R-153 to DUDDS Int/BAL 12 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



CATEGORY	A	B	C	D
S-15L	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

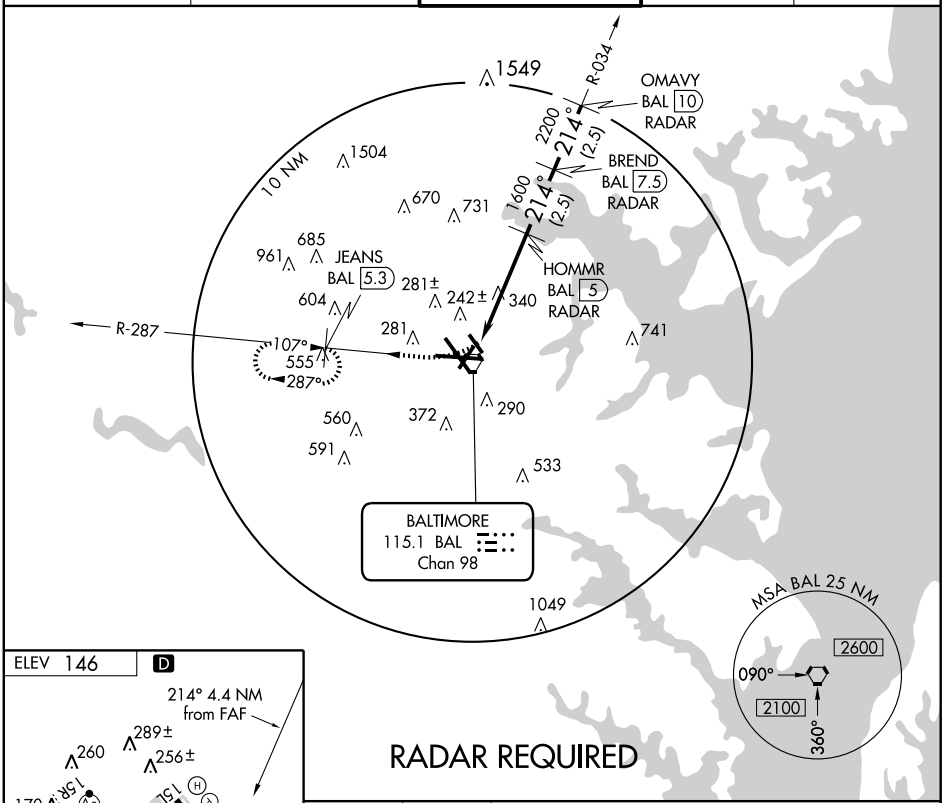
TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

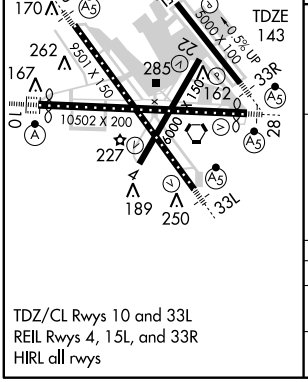
VORTAC BAL 115.1 Chan 98	APP CRS 214°	Rwy ldg 6000 TDZE 143 Apt Elev 146

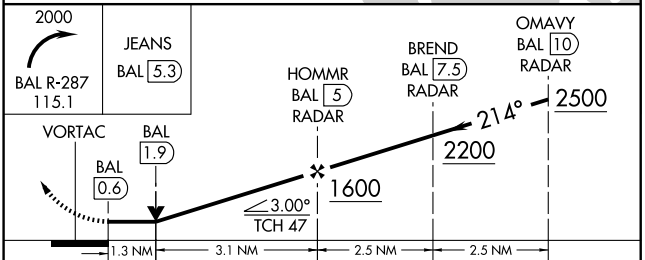
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR/DME RWY 22

MISSED APPROACH: Climbing right turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-22	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC BAL 115.1 Chan 98	APP CRS 349°	Rwy ldg 9501 TDZE 143 Apt Elev 146

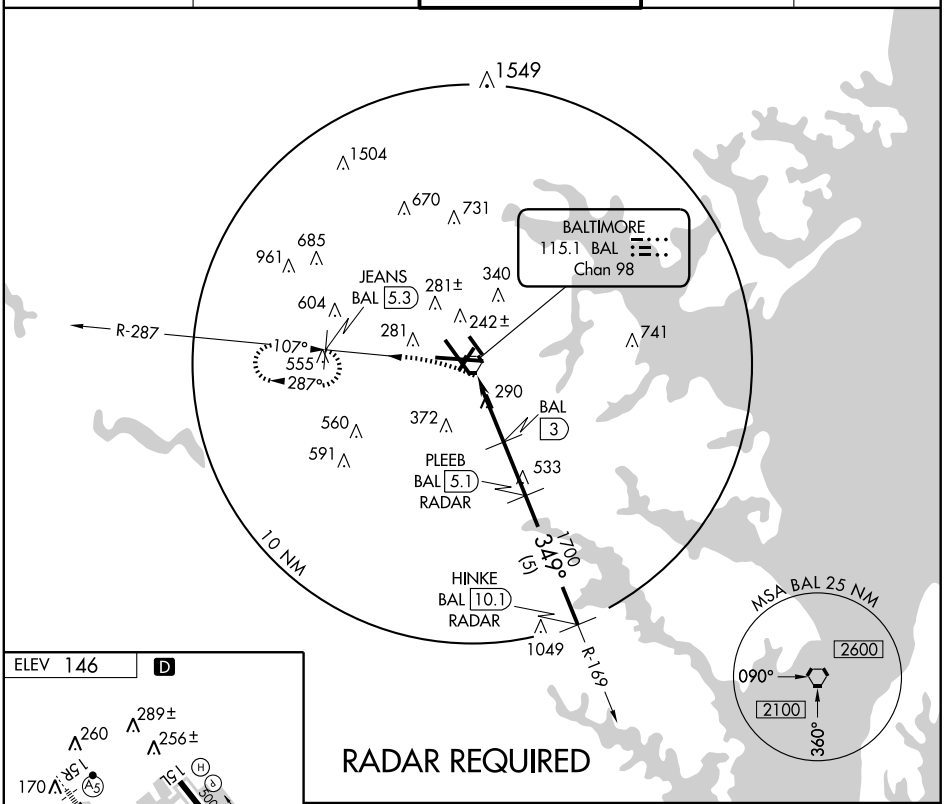
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR/DME RWY 33L

For inoperative MALSR, increase S-33L Cat D visibility to RVR 6000.

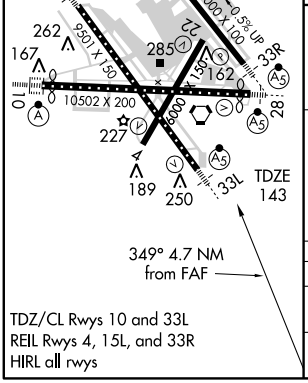
MALSR

MISSED APPROACH: Climbing left turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

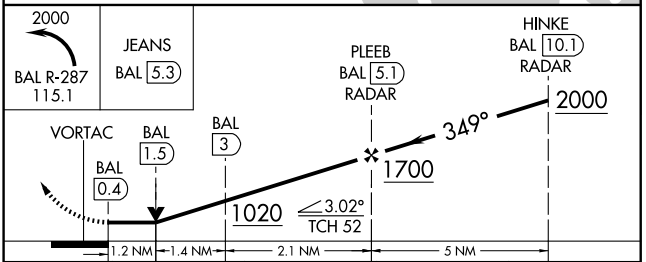
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
S-33L	560/24 417 (500-½)		560/40 417 (500-¾)	560/50 417 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

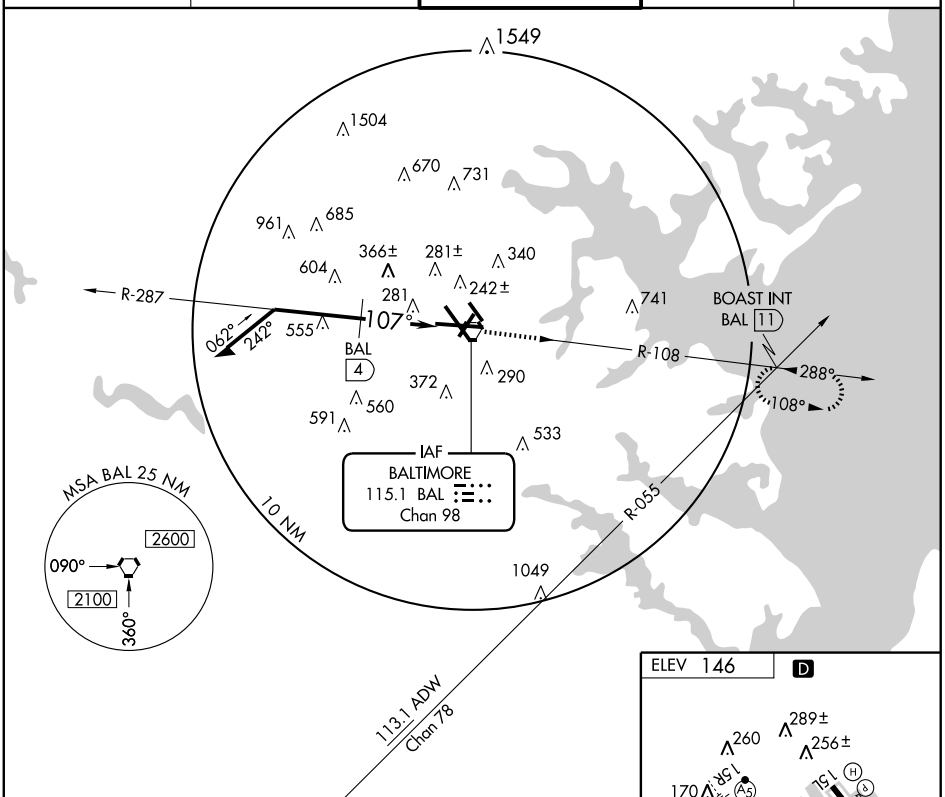
VORTAC BAL 115.1 Chan 98	APP CRS 107°	Rwy ldg 9952 TDZE 143 Apt Elev 146

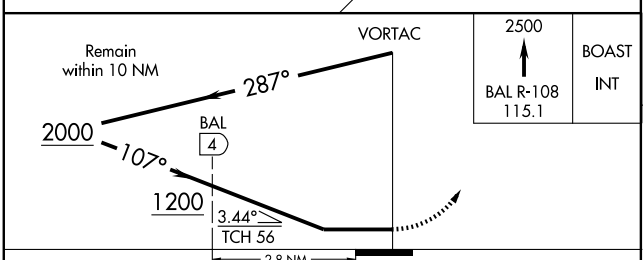
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR RWY 10

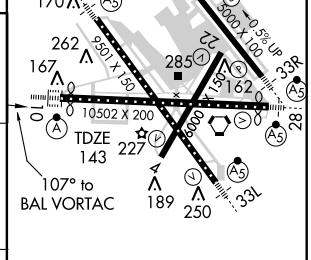
ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-108 to BOAST Int and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-10	1320/40 1177 (1200-¾)	1320/50 1177 (1200-1)	1320-2½ 1177 (1200-2½)	
CIRCLING	1320-1¼ 1174 (1200-1¼)	1320-1½ 1174 (1200-1½)	1320-3 1174 (1200-3)	

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 23 SEP 2010 to 21 OCT 2010

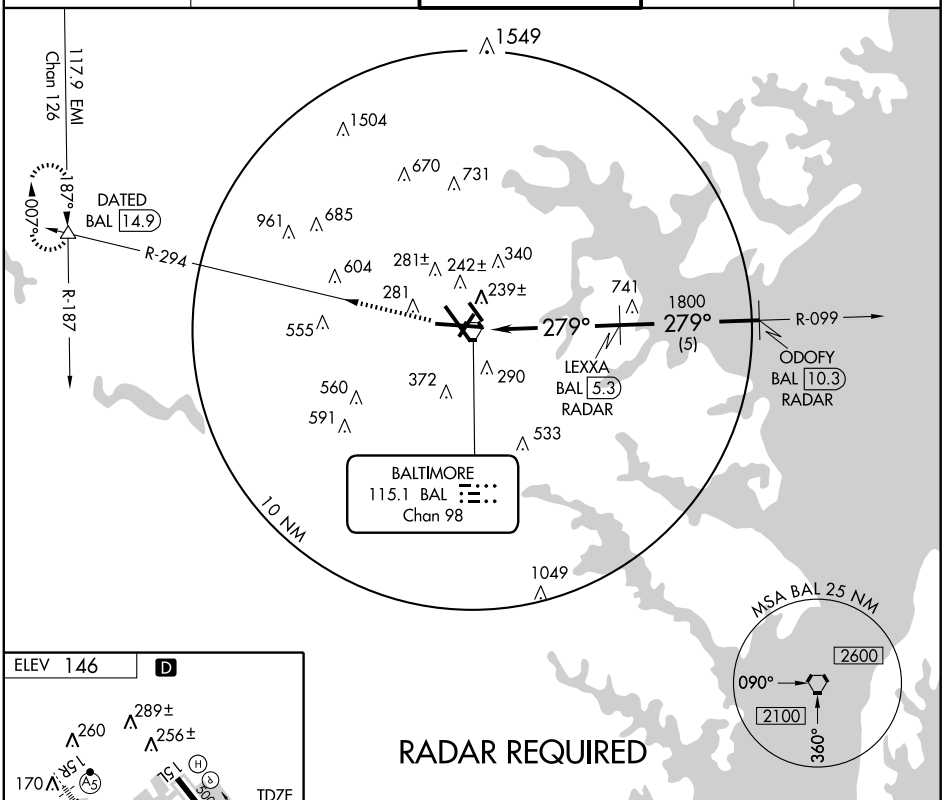
NE-3, 23 SEP 2010 to 21 OCT 2010

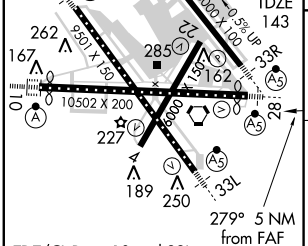
VORTAC BAL 115.1 Chan 98	APP CRS 279°	Rwy ldg 10002 TDZE 143 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR RWY 28

T NA	For inoperative MALSR increase S-28 Cat D visibility to RVR 6000.	MALSR A5	MISSED APPROACH: Climb to 2500 via BAL R-294 to DATED Int/BAL 14.90 DME and hold.

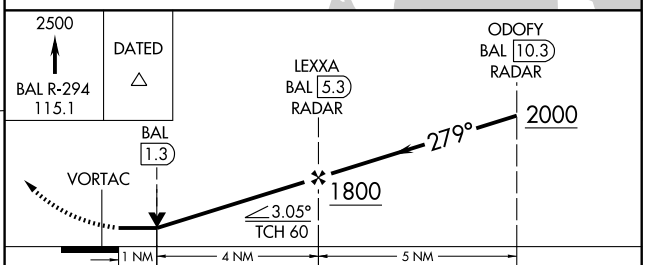
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

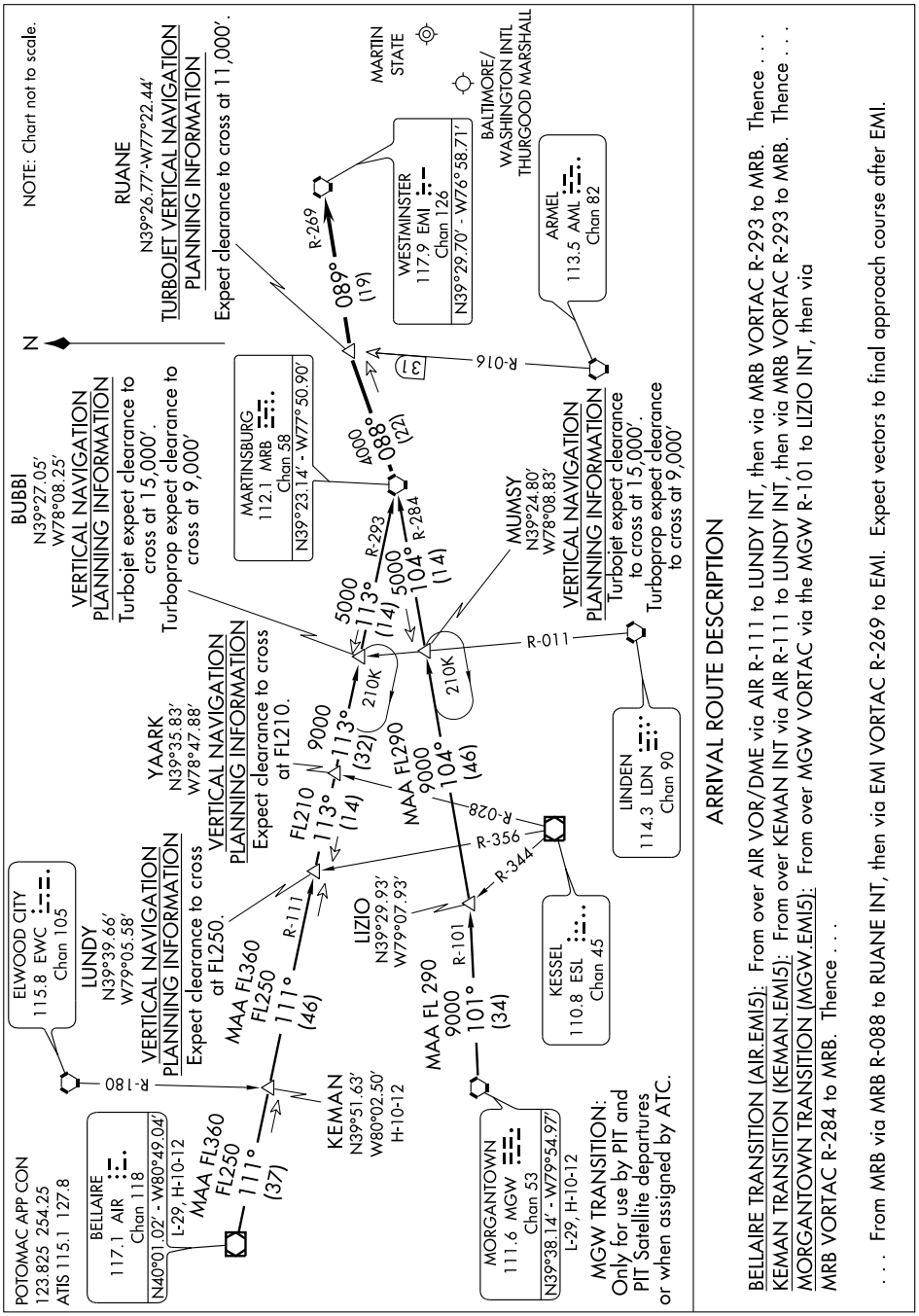


CATEGORY	A	B	C	D
S-28	500/24 357 (400-½)			500/50 357 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

WESTMINSTER FIVE ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

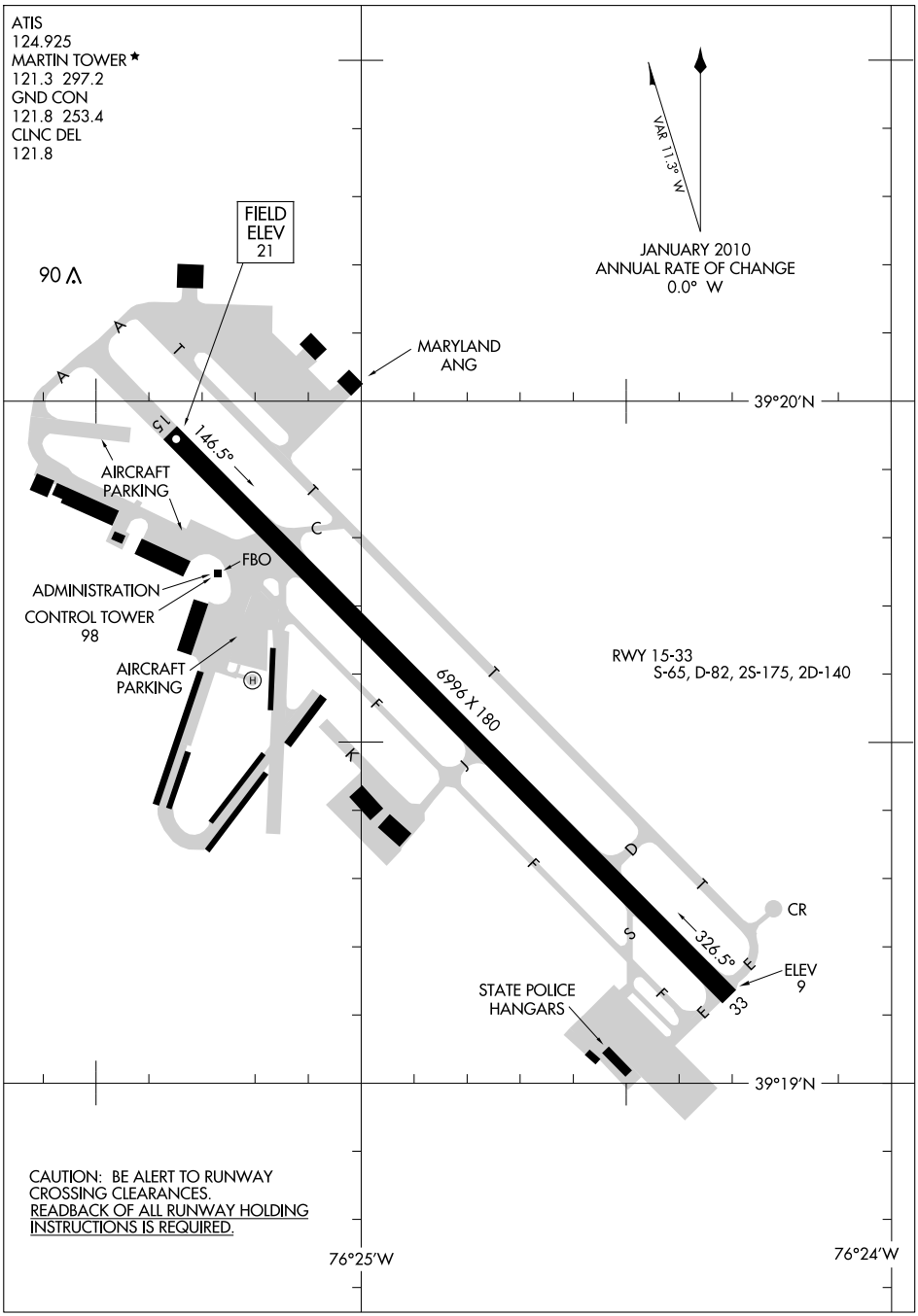
. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

WESTMINSTER FIVE ARRIVAL
BALTIMORE, MARYLAND
(EMI.EMI5) 07298
NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5222 (FAA)

BALTIMORE/MARTIN STATE (MTN)
BALTIMORE, MARYLAND



NE-3, 23 SEP 2010 to 21 OCT 2010

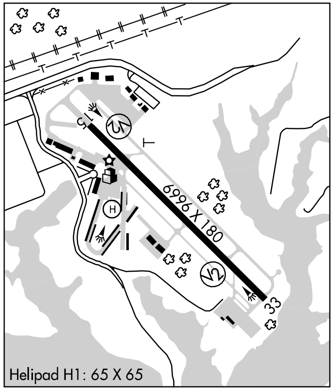
NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

BALTIMORE, MARYLAND
BALTIMORE/MARTIN STATE (MTN)

10210

MARTIN STATE (MTN)(KMTN)(ANG) 9 E UTC−5(−4DT) N39°19.54′ W76°24.83′ **WASHINGTON**
21 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MTN **COPTER**
RWY 15–33: H6996X180 (ASPH–GRVD) S–65, D–82, 2S–175, 2D–140 HIRL **H–10H, 12I, L–29E, 34F, 36J, A**
RWY 15: REIL. PVASI(PSIL)—GA 4.0° TCH 37′. P-line. **IAP, AD**
RWY 33: REIL. PVASI(PSIL)—GA 2.9° TCH 44′. Trees.



MILITARY SERVICE: FUEL J8 (NC–100LL, A) **TRAN ALERT** Minimum tran maintenance and parking avbl during normal duty hr and Unit Training Assemblies. No fleet svc avbl.
AIRPORT REMARKS: Attended 1100–0400Z‡. CAUTION: Seagulls on and invof arpt. Noise abatement procedures in effect. When twr closed no practice landings or approaches. PPR for practice tkf and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978); turbo prop and civil jet acft 1499(1478), military jet acft 1999(1978). Airport conditions unmonitored 0400–1100Z‡. Helipad 800 ft left of AER 33. Mowing ops conducted Apr–Sep 1330–2130Z‡. For additional information ctc arpt manager 410–682–8800. Rwy 15 PVASI unusable byd 5° right of course. Rwy 33 PVASI unusable byd 5° left of course and unusable byd 8° right of course. When twr closed ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33—CTAF. When twr clsd ACTIVATE Twy F lgts—UNICOM.
MILITARY REMARKS: RSTD No practice apch or ldg 0300–1100Z‡. 8100′ avbl for tkf Rwy 15 and ldg Rwy 33 for mil acft only. PPR for practice tkf and ldg for acft weighing more than 12,500 lb. **CAUTION** BASH II in effect Aug–Dec. **TFC PAT** TPA—C–130/Jet 1500(1478), A–10 2000 (1978). **ANG** PPR for servicing and use of ANG parking ramp only, DSN 243–6375/6376, C410–918–6375/6376. Duty hr Tue–Fri 1130–2200Z‡. If destination is ANG, indicate in flight plan remark. Call Comd Post/Dispatch 20 minutes prior to ldg. Space avbl passenger require security screening in accordance with MAJCOM direct. For space avbl information, please contact DSN 243–6511, C410–918–6511.
WEATHER DATA SOURCES: AWOS–3 124.925 C410–682–8848
COMMUNICATIONS: CTAF 121.3 **ATIS** 124.925 **UNICOM** 122.95
® **POTOMAC APP/DEP CON** 119.0 282.275 **POTOMAC CLNC DEL** 121.8 (When Martin tower clsd)
TOWER 121.3 297.2 (1100–0300Z‡) **GND CON** 121.8 253.4
175 FG COMD POST (A10) (RAVEN OPS) 347.2 (C130) (CRAB OPS) 384.1
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 062° 14.8 NM to fld. 140/11W.
ILS/DME 110.7 I–BQG Chan 44 Rwy 15. LOC only. Localizer offset. DME also serves Rwy 33. ILS unmonitored when twr clsd.
ILS/DME 110.7 I–MTN Chan 44 Rwy 33. DME also serves Rwy 15. ILS unmonitored when twr clsd.

• •

HELIPAD H1: H65X65 (CONC)
HELIPORT REMARKS: Perimeter lgts.

PIER 7 (4MD) 3 SE UTC−5(−4DT) N39°16.33′ W76°34.30′ **WASHINGTON**
16 B NOTAM FILE DCA **COPTER**
HELIPAD H1: H45X45 (CONC)
HELIPORT REMARKS: Attended 1400–2300Z‡. Perimeter lgts. ACTIVATE perimeter lighting—123.075.
COMMUNICATIONS: CTAF 123.025

BAY BRIDGE (See STEVENSVILLE)

BENNETT (See SALISBURY)

LDA RWY 33

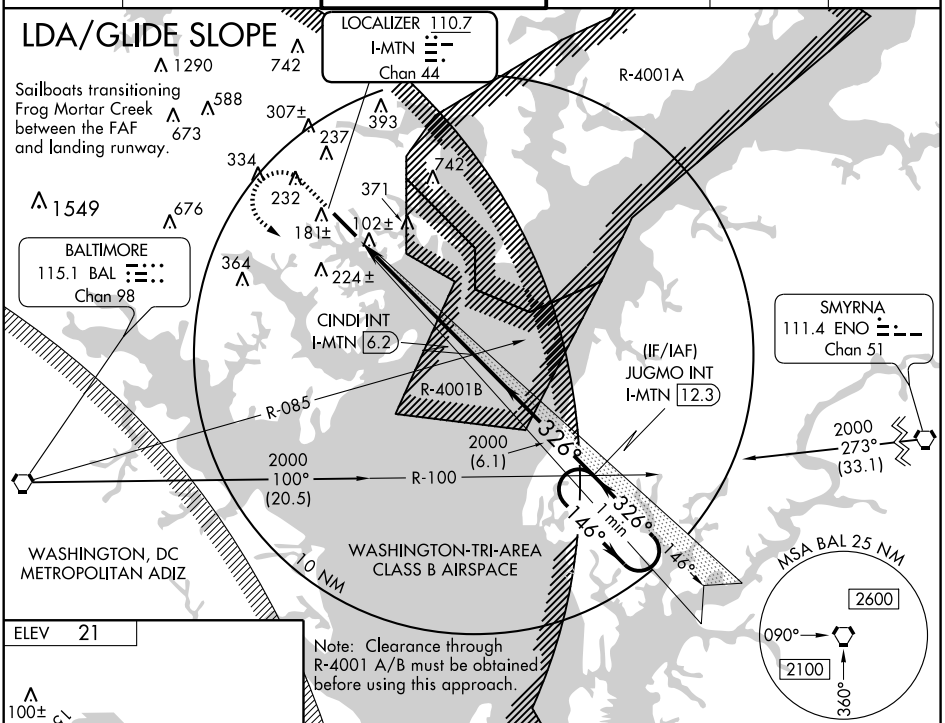
BALTIMORE / MARTIN STATE (MTN)

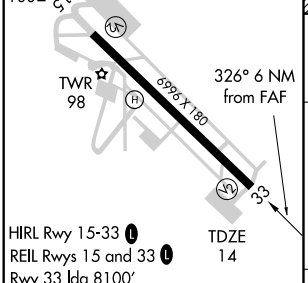
LOC/DME I-MTN	APP CRS	Rwy ldg	6996
110.7	326°	TDZE	14
Chan 44		Apt Elev	21

RADAR REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and raise all MDA 60 feet and raise S-LDA 33 Cat C and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 146°and BAL VORTAC R-100 to JUGMO Int/ 12.3 DME and hold.

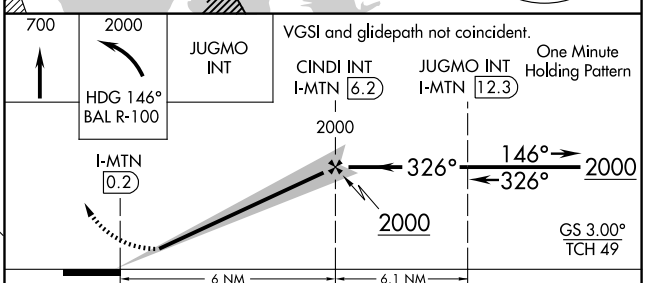
ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95





HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-LDA/GS 33	264-1 250 (300-1)			
S-LDA 33	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	520-1 499 (500-1)		520-1½ 499 (500-1½)	680-2 659 (700-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

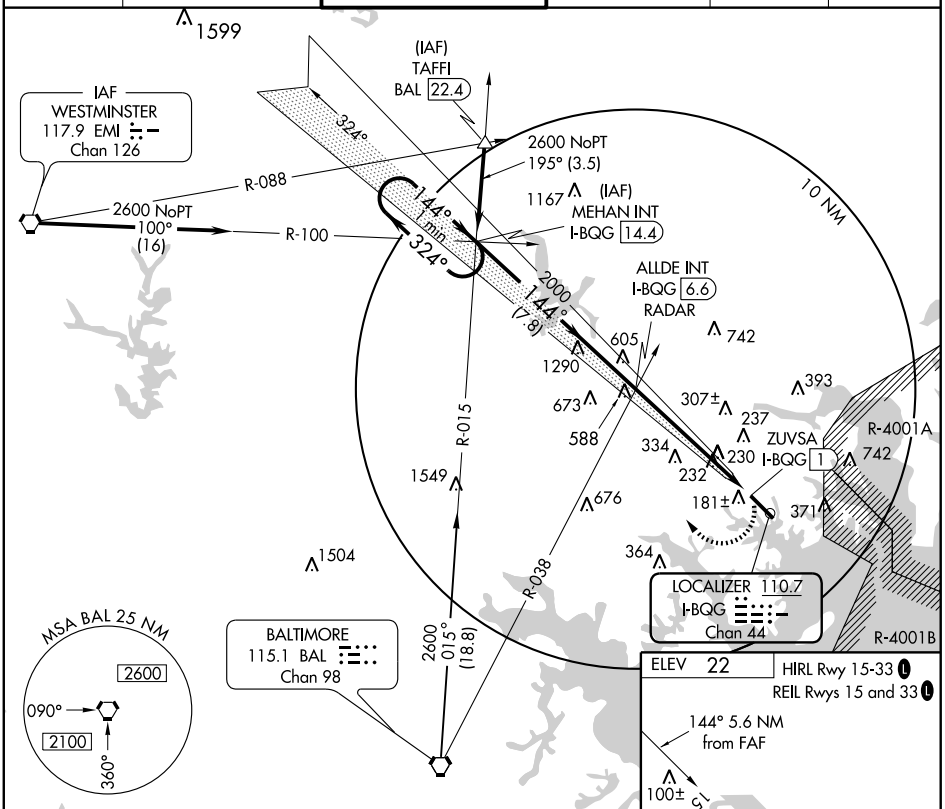
LOC I-BQG 110.7 Chan 44	APP CRS 144°	Rwy ldg 6996 TDZE 22 Apt Elev 22

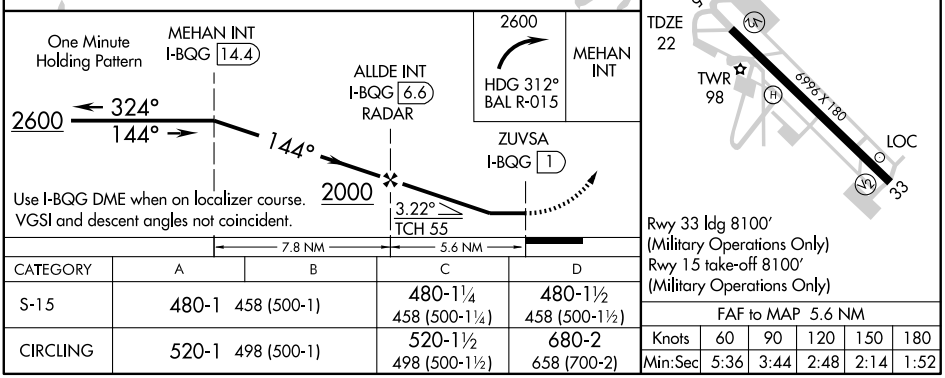
LOC RWY 15
BALTIMORE / MARTIN STATE (MTN)

If local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via heading 312° and BAL R-015 to MEHAN Int/I-BQG 14.4 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95





CATEGORY	A	B	C	D
S-15	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY RGNL

MARTIN STATE

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

ARMEL
113.5 AML
Chan 82

DEALE
N38°47.87′
W76°32.01′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.

RIPKN
N38° 55.90′
W76° 34.05′

RAVNN
N38° 48.27′
W76° 31.08′

CASANOVA
116.3 CSN
Chan 110
N38°38.47′-W77°51.93′
L-29-34-36, H-10-12
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL 190.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below 9000′.

SACCO
N38°40.23′
W77°22.90′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 16,000′.

SABBI
N38°22.91′
W77°08.25′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′.

BROOKE
114.5 BRV
Chan 92
N38°20.18′-W77°21.17′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′ and 280 Kts.

PEGBY
N38° 04.72′
W77° 12.06′

OGATE
N38° 03.48′
W77° 31.07′

NOTE:
All part 91, 101, 103, 105, 125, 133, 135 and 137 flight operations are prohibited on the CASANOVA TRANSITION.

NOTE:
This STAR applicable to turbojet aircraft only.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

RICHMOND
114.1 RIC
Chan 88
N37°30.14′-W77°19.22′
L-34-36, H-10-12

NOTE: Chart not to scale.

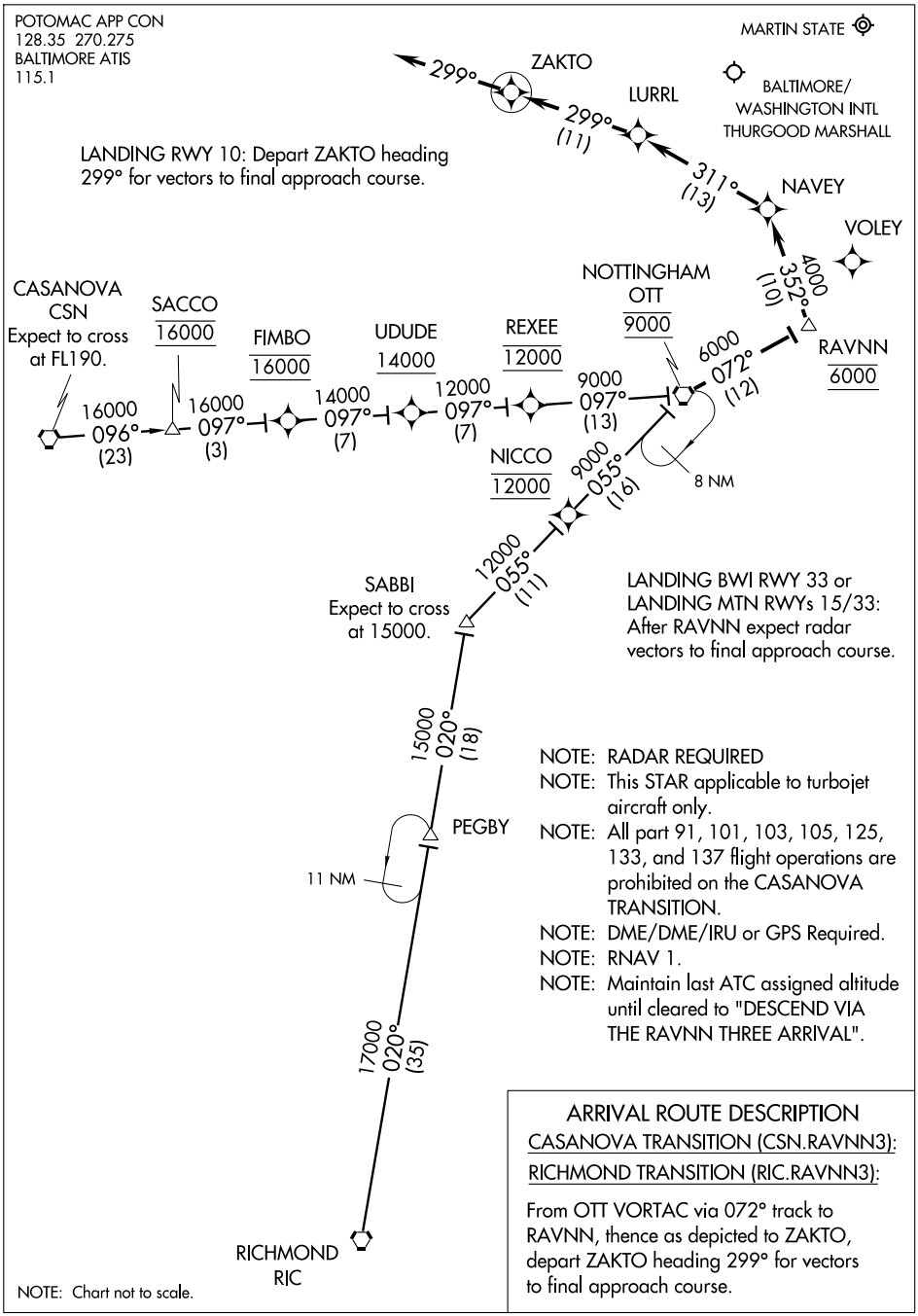
ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .
FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .
RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NE-3, 23 SEP 2010 to 21 OCT 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND



NE-3, 23 SEP 2010 to 21 OCT 2010

RAVNN THREE ARRIVAL (RNAV)
BALTIMORE, MARYLAND
(RAVNN.RAVNN3) 09239

APP CRS	Rwy ldg	6996
146°	TDZE	22
	Apt Elev	22

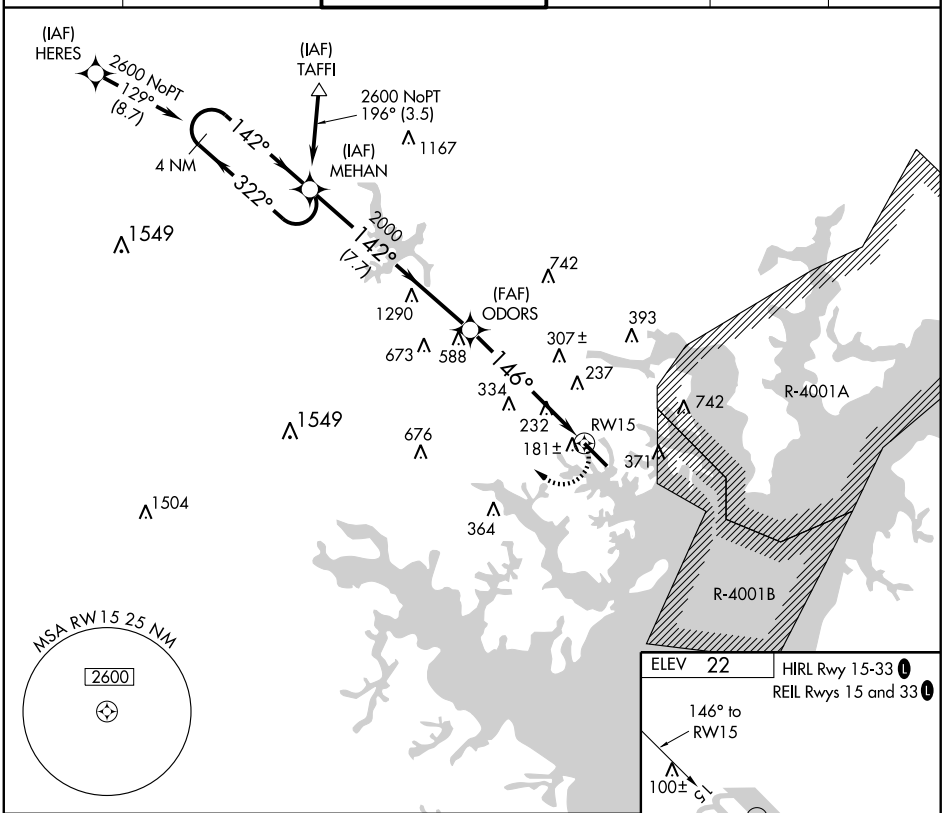
RNAV (GPS) RWY 15
BALTIMORE / MARTIN STATE (MTN)

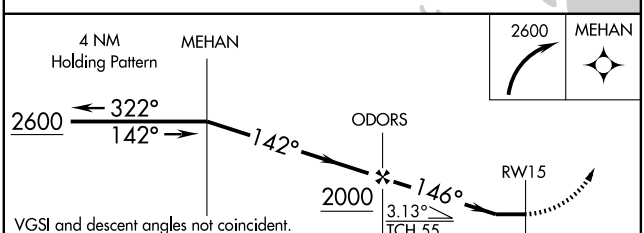
T
A NA

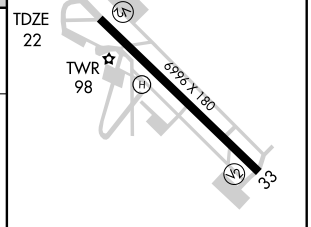
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2600 direct MEHAN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	540-1 518 (600-1)		540-1½ 518 (600-1½)	680-2 658 (700-2)

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	6996
326°	TDZE	15
	Apt Elev	22

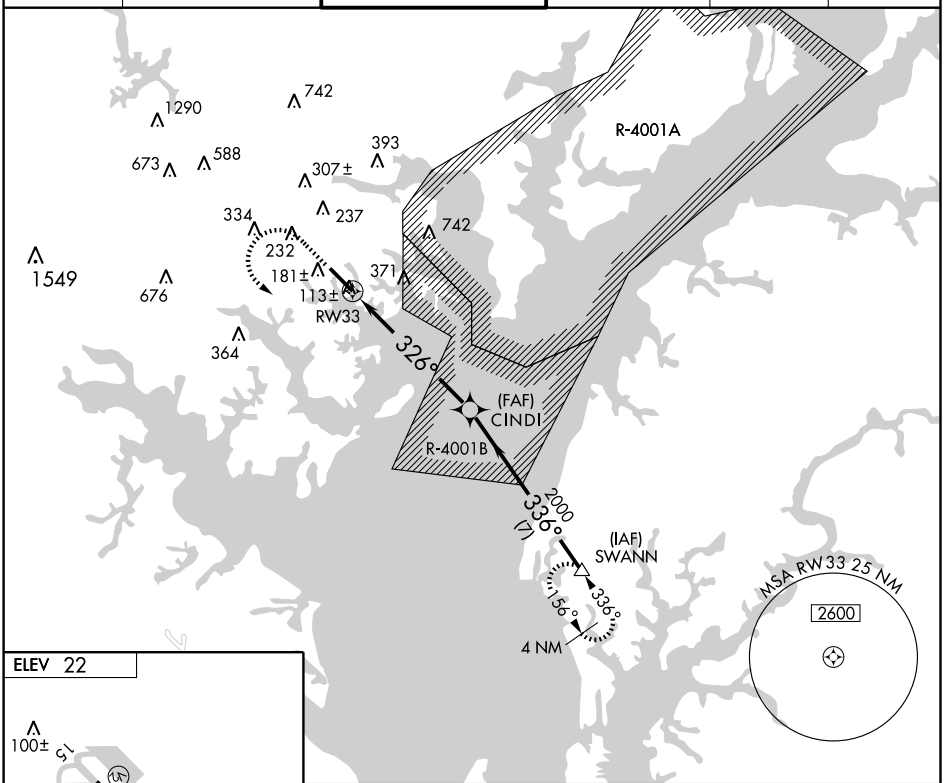
RNAV (GPS) RWY 33
BALTIMORE / MARTIN STATE (MTN)

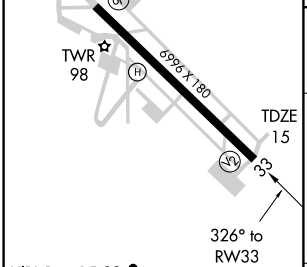
T
NA

Clearance through R-4001 A/B must be obtained before using this approach.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

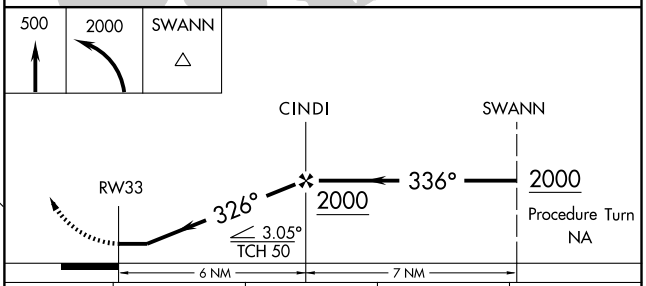
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SWANN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95





HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)



CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)			380-1¼ 365 (400-1¼)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

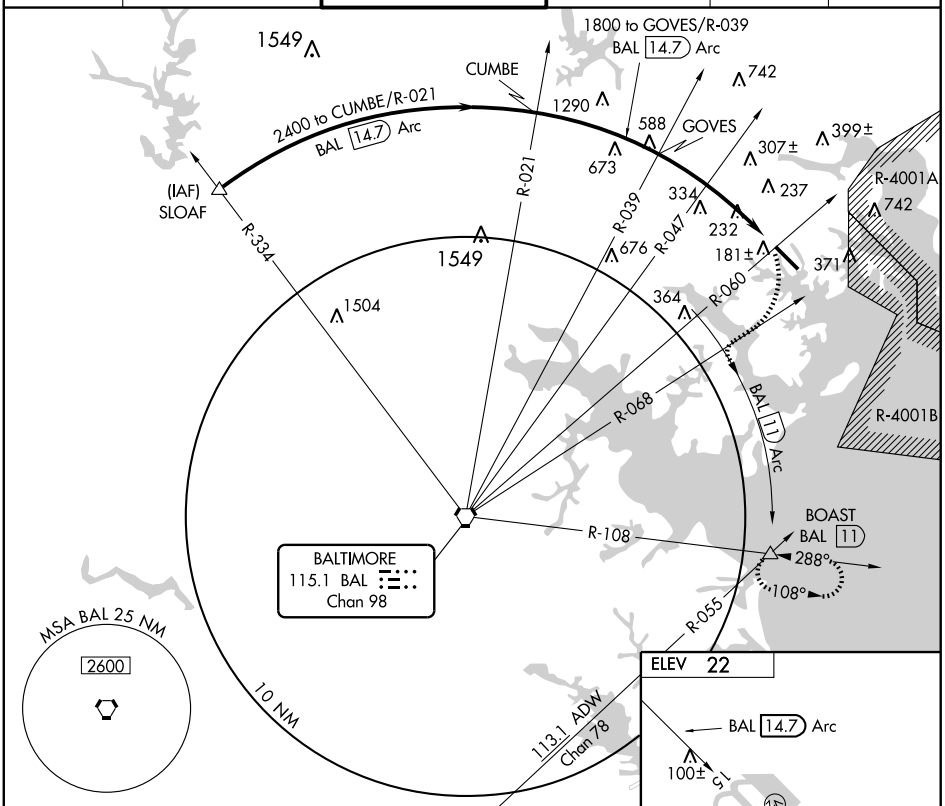
VORTAC BAL	BAL	Rwy ldg	6996
115.1	14.7	TDZE	22
Chan 98	Arc	Apt Elev	22

VOR/DME or TACAN Z RWY 15

BALTIMORE / MARTIN STATE (MTN)

MISSED APPROACH: Climbing right turn to 2500 via BAL R-068 and BAL 11 DME Arc clockwise to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95



Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

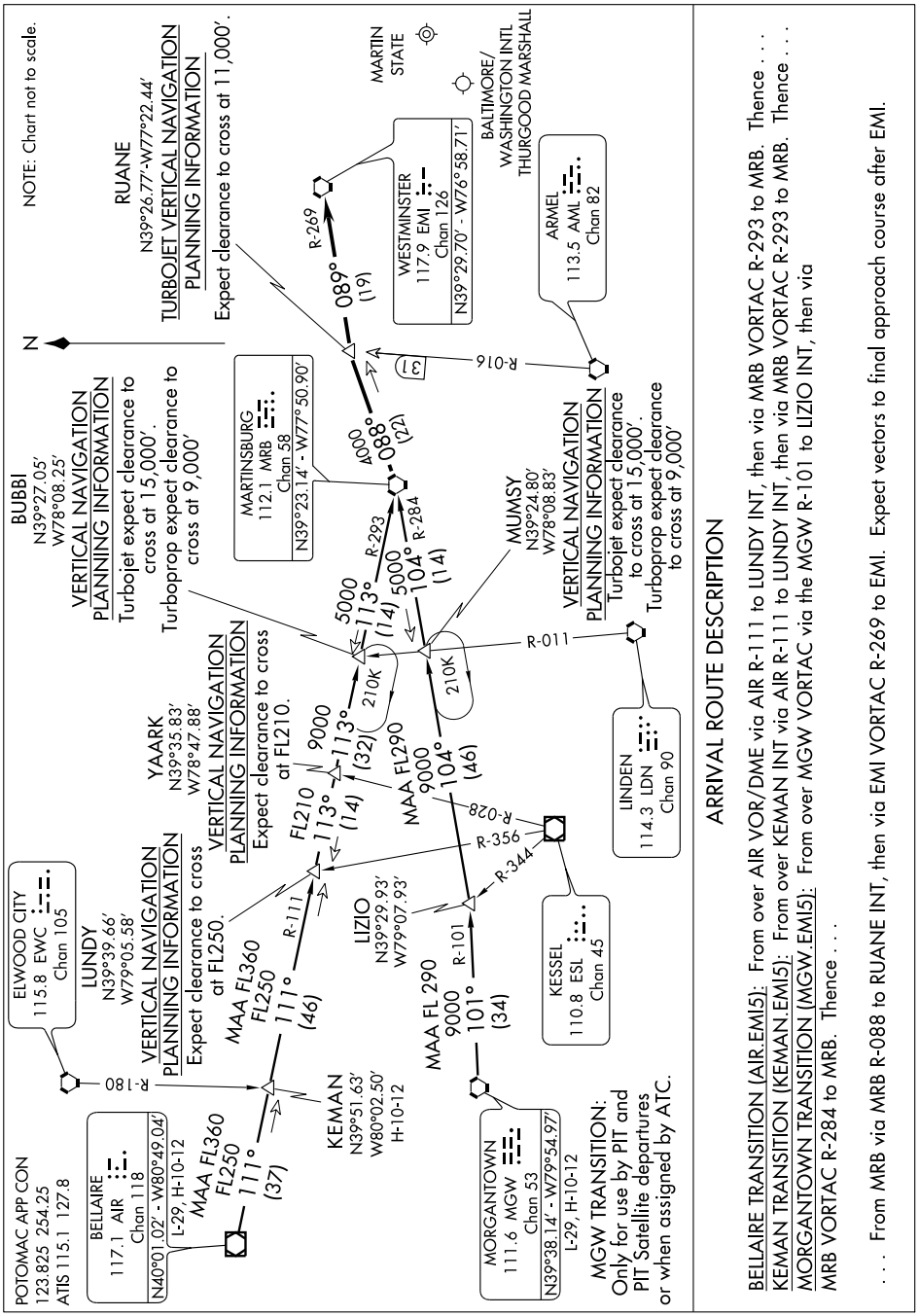
CATEGORY	A	B	C	D
S-15	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)
CIRCLING	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WESTMINSTER FIVE ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

WESTMINSTER FIVE ARRIVAL
BALTIMORE, MARYLAND
(EMI.EMI5) 07298
NE-3, 23 SEP 2010 to 21 OCT 2010

CAMBRIDGE–DORCHESTER (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′

WASHINGTON
L–34F, 36J, A
IAP

20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA

RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL

RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.

AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.

WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.

COMMUNICATIONS: CTAF/UNICOM 122.7

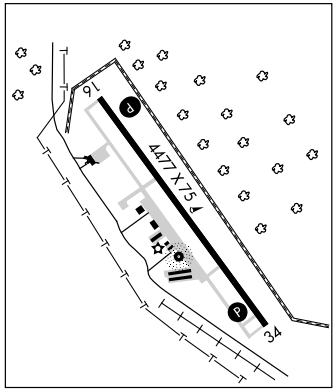
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.

NDB (MHW) 355 CGE N38°32.23′ W76°01.83′ at fld.



CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)

CECIL CO (See ELKTON)

CHURCHVILLE

HARFORD CO (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′

WASHINGTON
L–29E, 34F, 36J, A
IAP

409 B S4 **FUEL** 100LL NOTAM FILE DCA

RWY 10–28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W

RWY 10: REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.

RWY 01–19: 2000X75 (TURF) 0.5% up S

RWY 01: Pole. **RWY 19:** Trees.

RWY 14–32: 1600X75 (TURF)

RWY 14: Trees. **RWY 32:** Trees.

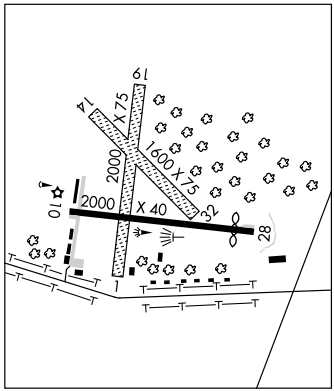
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.



CLEARVIEW AIRPARK (See WESTMINSTER)

NDB CGE	APP CRS	Rwy ldg	4477
355	335°	TDZE	20
		Apt Elev	20

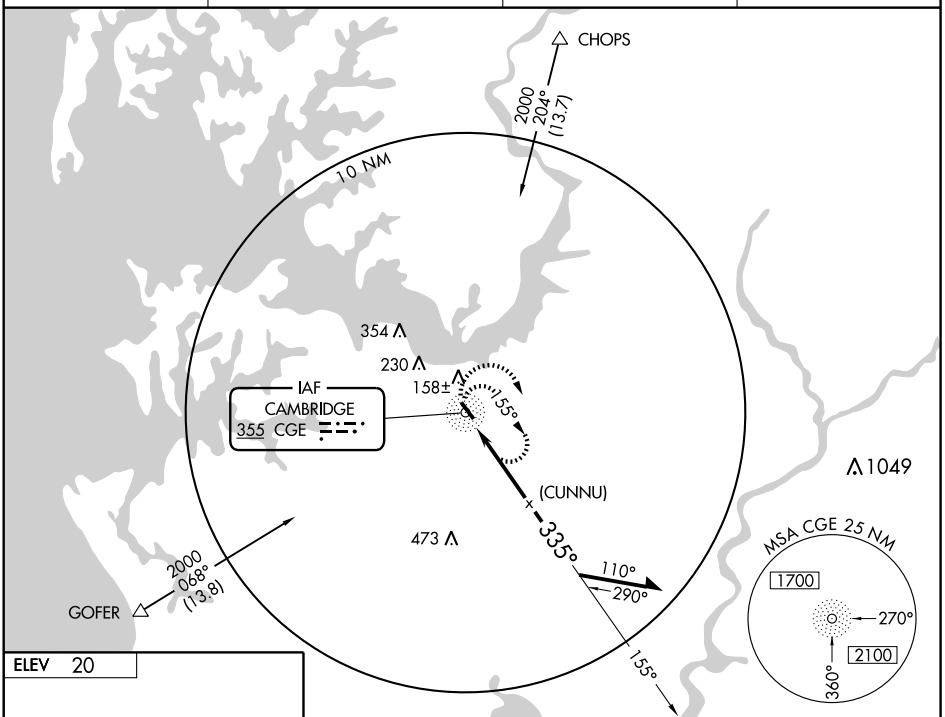
NDB or GPS RWY 34
CAMBRIDGE-DORCHESTER (CGE)

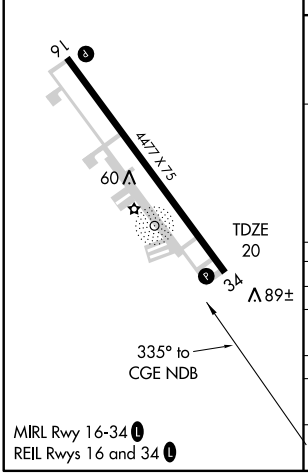
When Cambridge altimeter not received, use Salisbury altimeter.

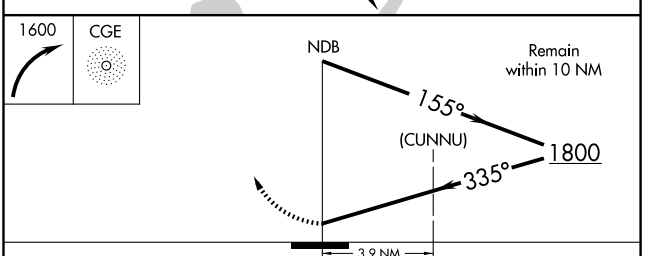
NA

MISSED APPROACH: Climbing right turn to 1600 in CGE NDB holding pattern.

ASOS	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L







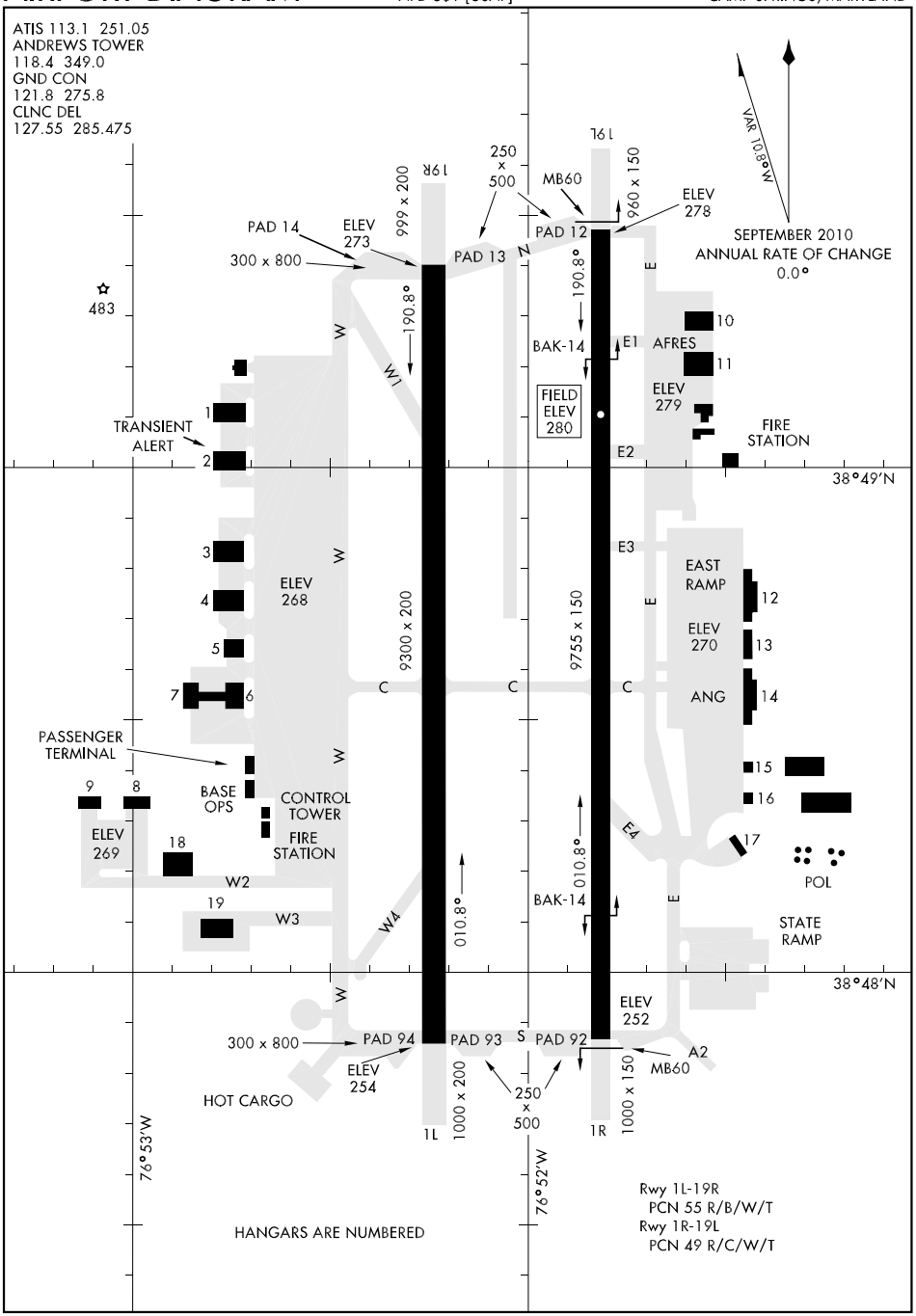
CATEGORY	A	B	C	D
S-34	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	460-1 440 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)
SALISBURY ALTIMETER MINIMUMS				
S-34	560-1 540 (600-1)		560-1½ 540 (600-1½)	560-1¾ 540 (600-1¾)
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	680-2 660 (700-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AFD-561 [USAF]



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

ABERDEEN N39°32.11′ W76°06.38′ NOTAM FILE DCA. **WASHINGTON**
NDB (MHWZ) 349 APG 226° 5.1 NM to Phillips AAF. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR. **L–34F, 36J, A**

ABERDEEN PROVING GROUND (See PHILLIPS AAF)

ANDREWS AFB (ADW)(KADW) AF/N (ANG AFRC) 3 E **WASHINGTON**
UTC−5(−4DT) N38°48.65′ W76°52.02′ **COPTER**
280 B TPA—See Remarks AOE NOTAM FILE ADW Not insp. **H–10H, 12I, L–29E, 34F, 36I, A**
RWY 01R–19L: H9755X150 (PEM) PCN 49 R/C/W/T HIRL **DIAP, AD**
RWY 01R: ALSF1. PAPI(P4L). **RWY 19L:** ALSF1. PAPI(P4R).
RWY 01L–19R: H9300X200 (CONC) PCN 55 R/B/W/T HIRL CL
RWY 01L: ALSF2. TDZL. PAPI(P4L). **RWY 19R:** ALSF2. TDZL. PAPI(P4L).
ARRESTING GEAR/SYSTEM
RWY 01R HOOK BAK–14.
HOOK BAK–14. **RWY 19L**

MILITARY SERVICE: LGT Rwy 01L–19R PAPI and ILS rwy point of intercept not coincidental, Rwy 01L apch end PAPI located on rgt side of rwy. Rwy 01L–19R PAPI set for height group 4. Rwy 01R–19L PAPI and ILS rwy intercept point not coincidental. Rwy 01R–19L PAPI set for height group 3. **A–GEAR** BAK 12–A apch end Rwy 01R–19L not avbl and rqr 30 minutes prior notice weekdays from 1130–2230Z‡. Rwy 01R–19L Hook MB60 unsvc. **JASU** (A/M32A–86) 9(AM32–95) **JASU NAVY** 8(GTC–85) 9(NC–10C) 2(NC–8) 4(A/M47A–4). **FUEL** Expect 30 minute delay. Aircrew of tran acft rqr power on refueling must assist in refueling. J8. (NC–115, B+) **NAVY FUEL** J8. Avbl on req expect minimum 1 hr delay. **FLUID** SP PRESAIR De–Ice LPOX HPOX LOX **FLUID NAVY** ADI SP PRESAIR De–Ice expect extensive delay; LHOX LOX **OIL** SOAP
OIL NAVY O–128–133–148–156
TRAN ALERT NAVY Servicing not avbl T–33 acft. No maintenance/cargo handling avbl. Expect servicing delay. Local staging flight prohibited.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. Navy Transit Line opr 1130–2200Z‡, closed Federal holidays. **RSTD** Rwy 01L–19R south end underrun/overrun unusable due to pavement degradation. Rwy 01R–19L PCN 28 due to pavement cond ctc 89 OSS Afld Ops for waiver DSN 858–3411. Official Business Only. PPR for all acft. DVs, SAM, EVAC are exempt from restrictions however rqr PPR for tracking and ramp avbl. DSN 858–3411. Rwy closures normally Mon between 1300–2200Z‡. Rwy closure will alternate between the East and West rwy each week. All acft filing to Andrews AFB must call for ramp freeze information, ramp freezes close airfld up to 30 minutes, delays are possible. Up to date information on closures/ramp freezes will be in NOTAMS. No general aviation acft, no aero club support. No arr/dep of tran fighter acft with live forward firing munitions. All inbound acft ctc Command Post 30 min out with DV Codes, load message, blocktime, ETD and requirements. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arrival route avoid identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC or higher approval), ctc Twr/Gnd/ATIS for current Bird Watch Condition. All twys are 75′ wide except Twy E1 and Twy E2, Twy E btn Twy E1 and Twy E4 are only 50′ wide. Twy E, north of E3 clsd to acft with wingspan greater than 165′ (C5, B747, C17, KC10 etc.). Twy E4 ltd to C130 and C20/G5 and smaller acft. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. For remain overnight svc call Comd Post DSN 858–5058 or C301–981–5058. AM Ops does not have COMSEC storage facilities; tran crews should plan to arrive with appropriate amount of COMSEC to complete mission; COMSEC can be stored at COMD POST; DSN 858–5058, C301–981–5058. Compass rose closed except to towed acft. PAD 12 closed. Twy W2 is prohibited to acft with wingspans larger than 110′. **RSTD NAVY** Aircrews destination to East Ramp file 'East Ramp' in remark section of flight plan. **CAUTION** Extremely heavy VFR conflicting tfc north and south quadrants. Visibility above 3 miles restricted by trees. Wind flow from 200°–300° disrupted by hangar on southeast side of airfield. Deer hazard—Deer are active on Andrews airfield pilots report any activity to twr/PTD. Bird hazard—expect increased bird activity (Phase II) from Sep–Oct. Flight restricted zone and SFRA in the Washington DC Metropolitan area. All non–DOD acft must ctc Transportation Security Administration for Special Flight Rules Area (SFRA) waiver in accordance with ZDC NOTAM 5–7 days prior. Obst 365′ AGL water tower, near ANG fac and Dower House Rd, east side of afld, without obstruction lgts N48°54.8′ W51°08.8′ Obst erected: Crane 572′ MSL west of afld at new BRAC fac (N38°48′51.67″ W076°53′22.92″). Obst (acft tails) encroach upon 7:1 trns sfc; westside, btn prk rows 1–12, tail heights may encroach by 16′7″; East ramp tail heights may encroach by 51′6″. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. **TFC PAT** Because of extremely heavy air tfc to the west, all acft on overhead pattern will enter from the east, regardless of ldg rwy. TPA—Overhead pattern 2000(1720), rectangular pattern 1500(1220), lgt acft 1000(720), helicopter 800(520). Acft request VFR multi patterns must use twr VHF frequency. **NS ABTMT** 0000–1100Z‡, daily, no helicopter overflight or traffic pattern west of Rwy 01L–19R (over base housing) blo 800′ AGL. Scramble/Alert missions exempt. Strict compliance with procedure required. Airfield Management OPS DSN 858–3411, C301–981–3411. **NS ABTMT EAST RAMP** Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt during ice conditions. **MISC** All tran acft will hold on Twy W for follow–me vehicle prior to entering parking ramp. First 4300′ and last 325′ Rwy 01R concrete. Fighter/training acft bring engine covers. Acft with VIP expecting transfer to AF helicopter must ctc Mussel OPS (141.7 292.2) 15 minutes out if arrival will be different

CONTINUED ON NEXT PAGE

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than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z‡. OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D–ATIS 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

KIRBE NDB (LOM) 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′ **WASHINGTON COPTER**

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL **L–29E, 34F, 36I, A**

RWY 12: APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees. **IAP**

RWY 30: APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA. **WASHINGTON COPTER L–29E, 34F, 36I, A**

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI. **WASHINGTON COPTER**

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000′

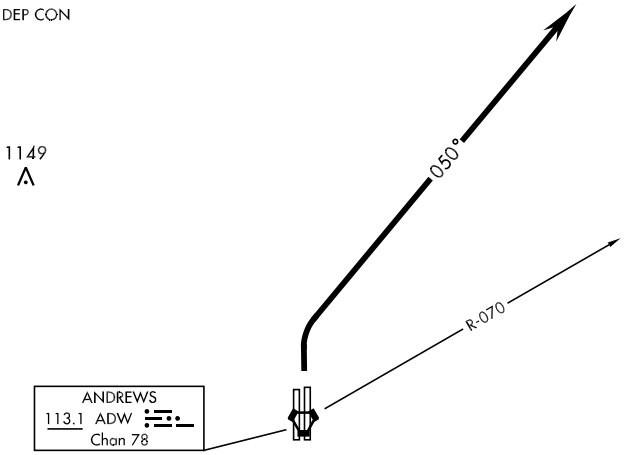
DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM. **H–10H, L–29E, 34F, 36I, A**

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

ANDREWS ONE DEPARTURE

SL-561 [USAF]

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn right climb on track 050° to 3000. Expect radar vectors to intercept ADW R-070.

NE-3, 23 SEP 2010 to 21 OCT 2010

CAMP SPRINGS ONE DEPARTURE

SL-561 [USAF]

ANDREWS AFB (KADW)
CAMP SPRINGS, MARYLAND

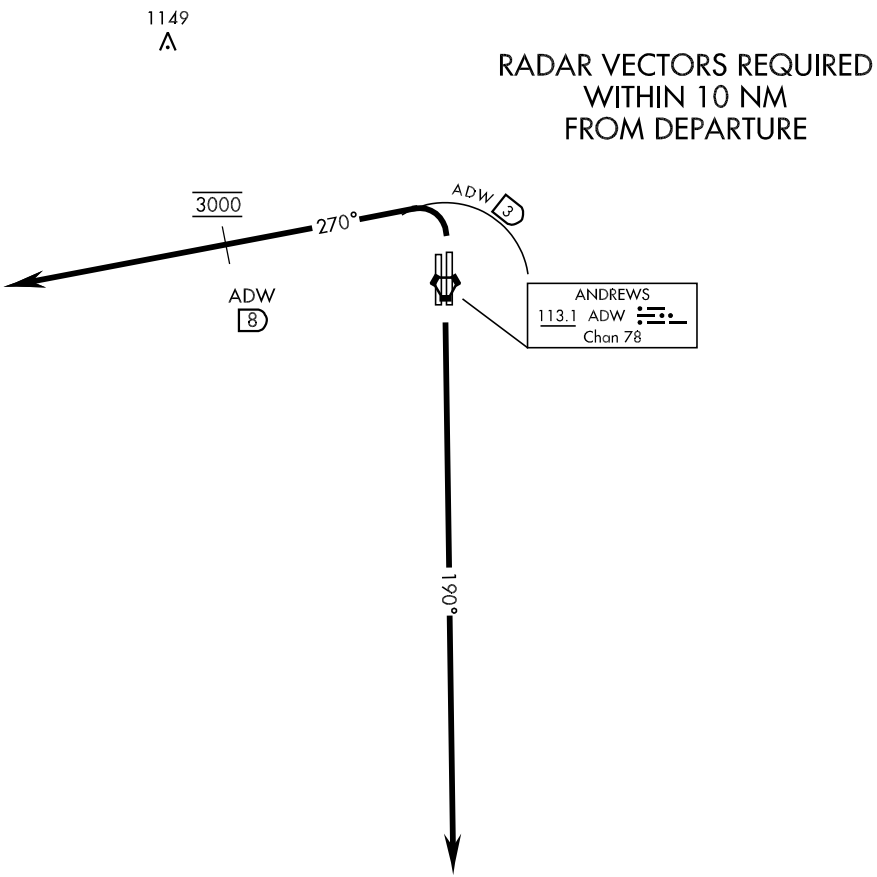
ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

Rwy	Knots	60	120	180	240
1L/1R	V/V(fpm)	380	760	1140	1520

ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

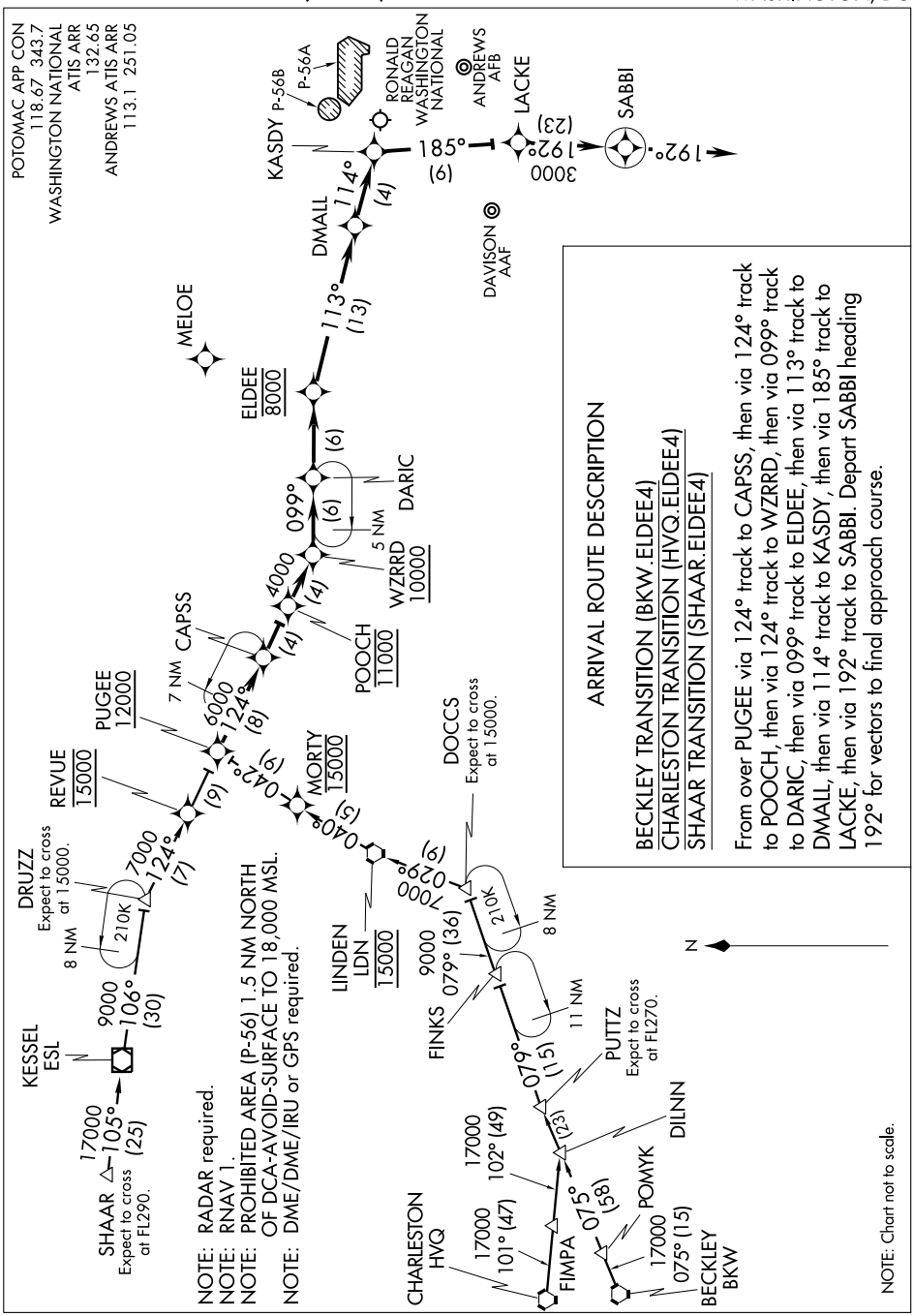
TAKE-OFF RWY 1L/1R: Turn left climb on track 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the west.

NE-3, 23 SEP 2010 to 21 OCT 2010

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC



NE-3, 23 SEP 2010 to 21 OCT 2010

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

(ELDEE.ELDEE4) 09015

ILS or LOC/DME RWY 19L

LOC I-GQZ 110.5	APCH CRS 190°	Rwy ldg 9755 TDZE 280 Arpt Elev 280

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

*** Circling not authorized W of Rwy 1L-19R

CAUTION: The ILS glide path angle and TCH are not coincidental with the VGSI angle and TCH.

010°
190°
2500
230°
(15.1)
BALTIMORE
(IAF)
KNOTY
ADW
10
358
Max holding 230 KIAS
Min holding alt 2500
Max holding alt 4000
ENROUTE FACILITIES
BEEMR
ADW
6.2
384
P-56A
10 NM
438
354
ANDREWS
113.1 ADW
Chan 78
Missed approach requires ATC RADAR monitoring.
098°
278°
R-098
LOCALIZER 110.5
I-GQZ
RATTA
ADW
12
MSA
ADW
2.5 NM
2600
474
EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC
1049
NOTTINGHAM
113.7 OTT
Chan 84
2500
351°
(17.0)

ELEV 280

190° 5.2 NM from FAF

TDZE 280

19R 19L 16L

483

9300 x 200

9755 x 150

381

435

TDZL Rwy 1L-19R
HIRL all Rwy

1L 1R 381

900 2500 R-098 12

KNOTY 10
010°
190°
2500
BEEMR 6.2
190°
1933
2.1
2000
FEPOK 1.5
VORTAC
GS 3.00°
TCH 52
4.7 NM .5

CATEGORY	A	B	C	D	E
S-ILS 19L *	564/40		284		(300-¾)
S-LOC 19L **	680/40		400	(400-¾)	680/50 400 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 1L

LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

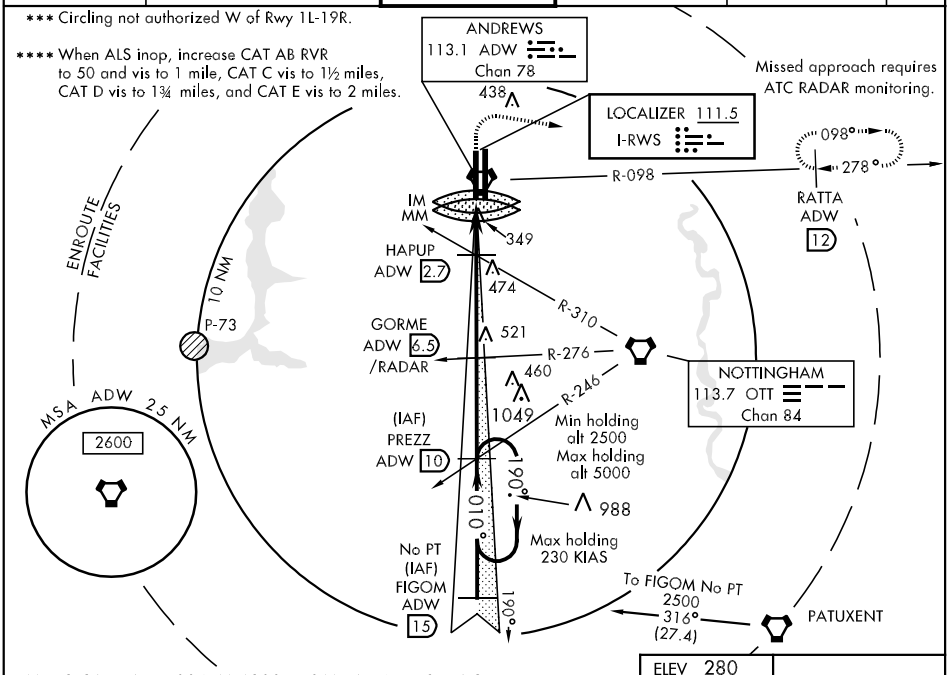
ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

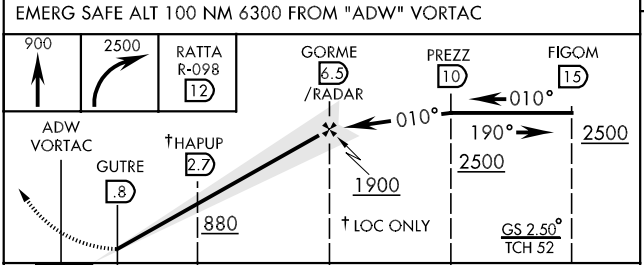
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

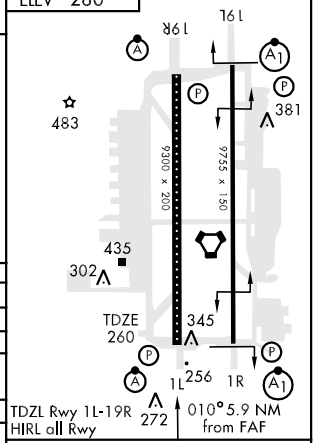
*** Circling not authorized W of Rwy 1L-19R.

**** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.



EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 1L *	460/18 200 (200-½)		460/24 200 (200-½)		
S-LOC 1L **	640/24 380 (400-½)		640/40 380 (400-¾)		
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
WITHOUT LAST STEPDOWN FIX					
S-LOC 1L****	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800/1½ 540 (600-1½)
CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 1R

ANDREWS AFB (KADW)

LOC I-VJM	APCH CRS	Rwy ldg	9755
110.5	010°	TDZE	265
		Arpt Elev	280

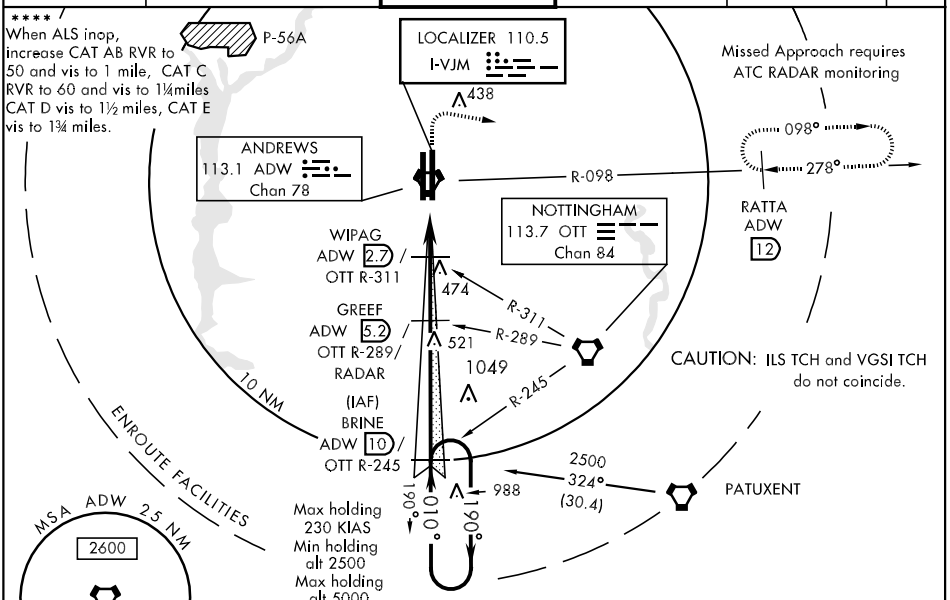
AL-561 [USAF]

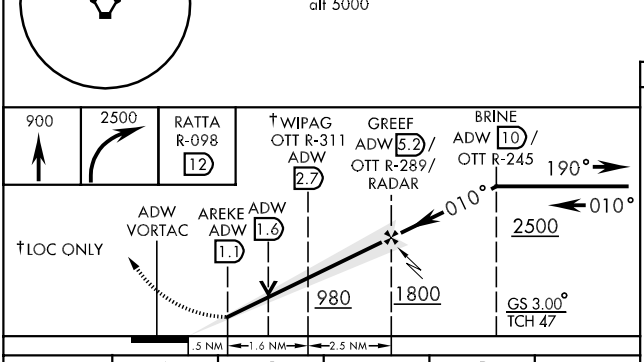
*When ALS inop, increase RVR to 50, vis to 1 mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 1L-19R.

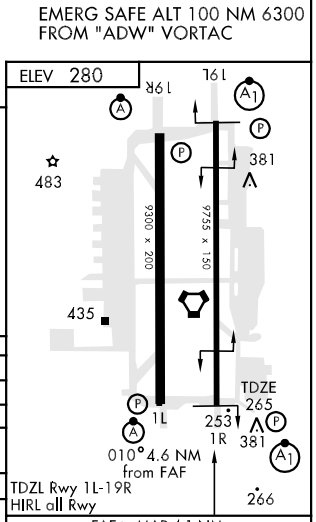
ALSF-1

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	







CATEGORY	A	B	C	D	E
S-ILS 1R *	515/40		250	(300-¾)	
S-LOC 1R **	640/40		375	(400-¾)	
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
NON-DME AND SINGLE VOR MINIMA					
S-LOC 1R ****	760/40 495 (500-¾)			760/50 495 (500-1)	760/60 495 (500-1¼)
CIRCLING ***	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 19R

LOC I-MXK	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	190°	9300 / 273 / 280

AL-561 [USAF]

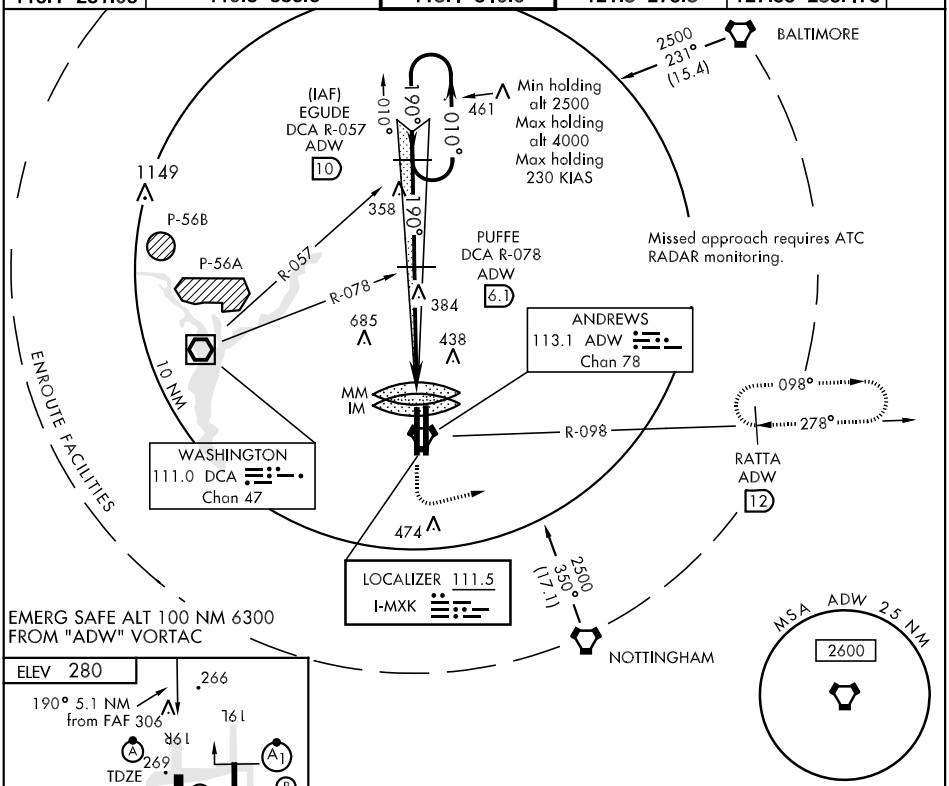
ANDREWS AFB (KADW)

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles..
*** Circling not authorized W of Rwy 1L-19R.

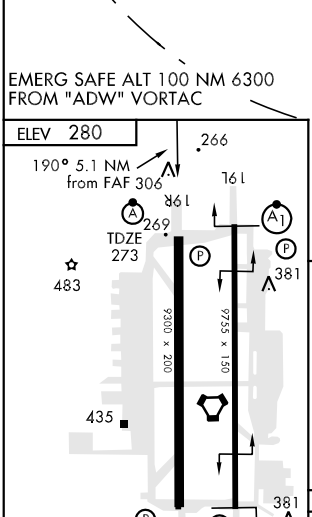
ALSF-2

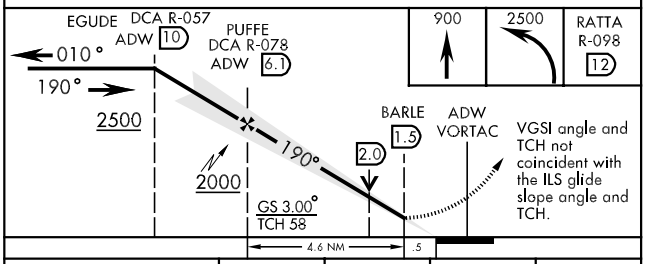
MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 19R *	473/18 200 (200-½)		473/24 200 (200-½)		
S-LOC 19R**	680/24 407 (400-½)		680/40 407 (400-¾)		680/50 407 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1 ½)	840-2 560 (600-2)	880-2 600 (600-2)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

ILS RWY 1L (CAT II)

LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOCALIZER 111.5 I-RWS

Missed approach requires ATC RADAR monitoring.

438

098°

278°

R-098

RATTA ADW 12

IM MM

344

474

ANDREWS 113.1 ADW Chan 78

P-73

GORME ADW 6.5

460

1049

R-246

NOTTINGHAM 113.7 OTT Chan 84

(IAF) PREZZ ADW 10

Min holding alt 2500 Max holding alt 5000

190°

010°

988

(IAF) FIGOM ADW 15

PTX R-316 No PT

PATUXENT 117.6 PXT Chan 123

10 NM

2500

316° (27.4) No PT

190°

MSA ADW 25 NM

2600

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC

900 | 2500 | RATTA R-098 12

PREZZ ADW 10 OTT R-246

FIGOM ADW 15 PXT R-316

GORME ADW 6.5

190°

2500

010°

010°

2500

1900

VORTAC

DH RA120

IM

260 MSL

GS 2.50° TCH 52

1209' 1193' 26' 5.7 NM 3.5 NM

CATEGORY	A	B	C	D	E
S-ILS 1L	RA 120/12	100	DA 360		

ELEV 280

19R 19L

483

9300 x 200

6955 x 150

435

345

TDZE 260

1L 256 1R

TDZL Rwy 1L-19R HIRL all Rwy

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

ILS RWY 19R (CAT II)

LOC I-MXK	APCH CRS	Rwy ldg	9300
111.5	190°	TDZE	273
		Arpt Elev	280

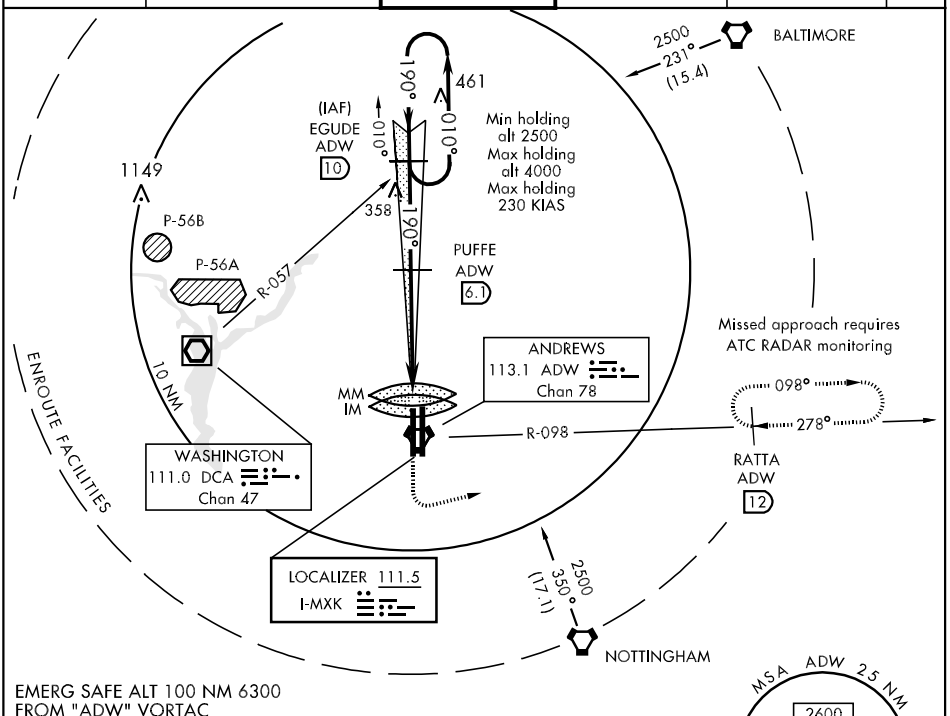
AL-561 [USAF]

ANDREWS AFB (KADW)

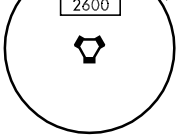
ALSF-2

MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

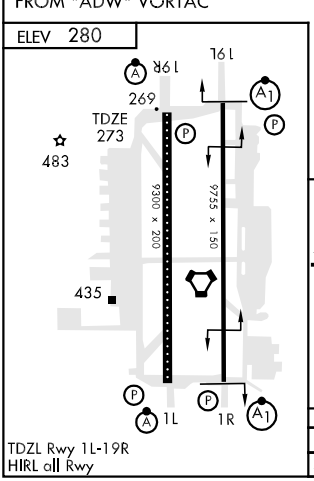
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC

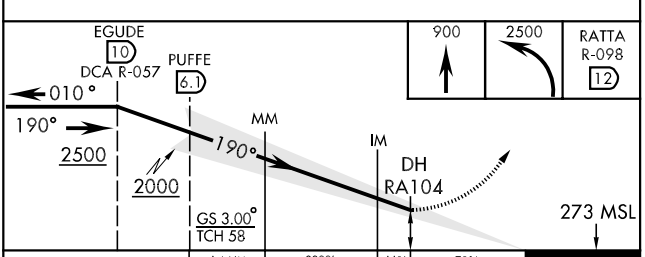


ELEV 280



TDZL Rwy 1L-19R
HIRL all Rwy

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

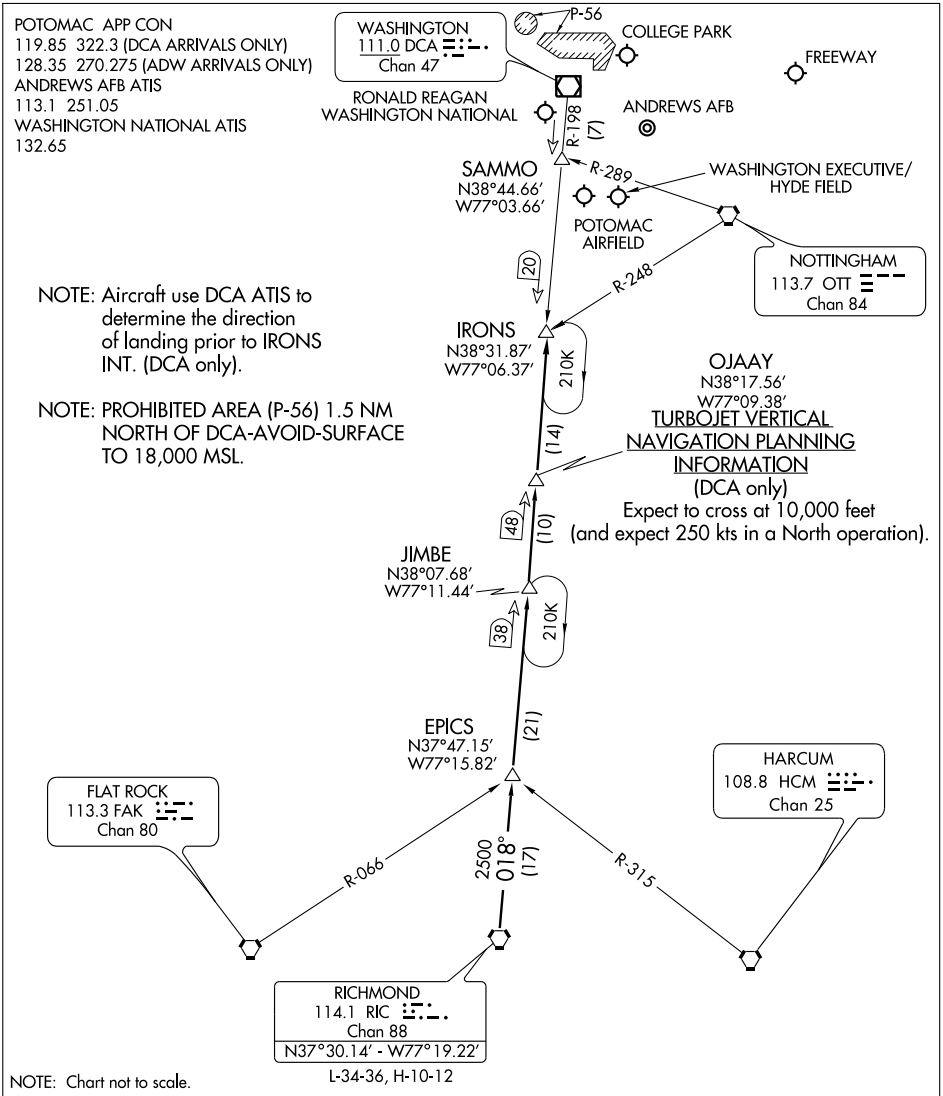


CATEGORY	A	B	C	D	E
S-ILS 19R	RA 104/12		100	DA 373	

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



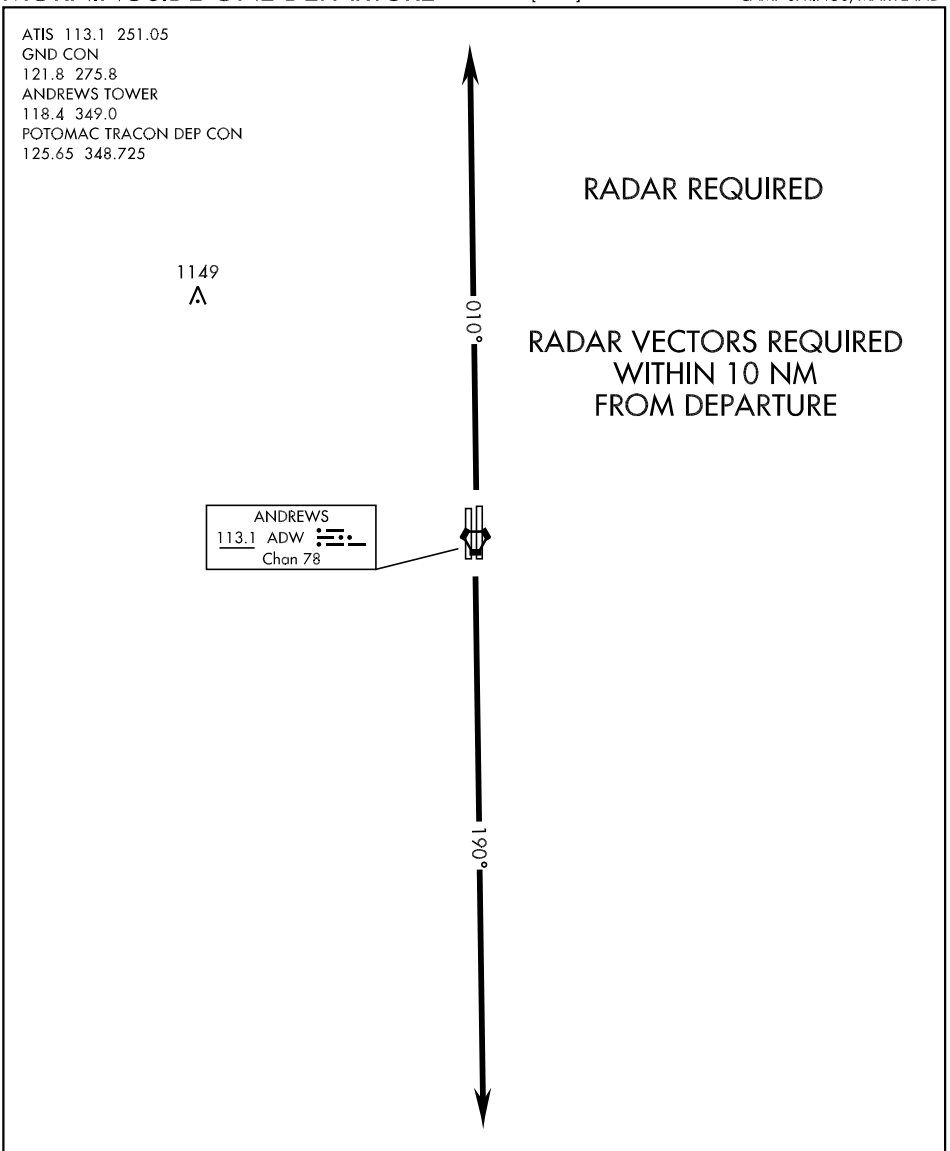
RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

NE-3, 23 SEP 2010 to 21 OCT 2010

MORNINGSIDE ONE DEPARTURE

SL-561 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on track 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the South or East.

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

NDB RWY 1L

LOM RW	APCH CRS	Rwy ldg / TDZE / Arpt Elev
360	010°	9300 / 260 / 280

AL-561 [USAF]

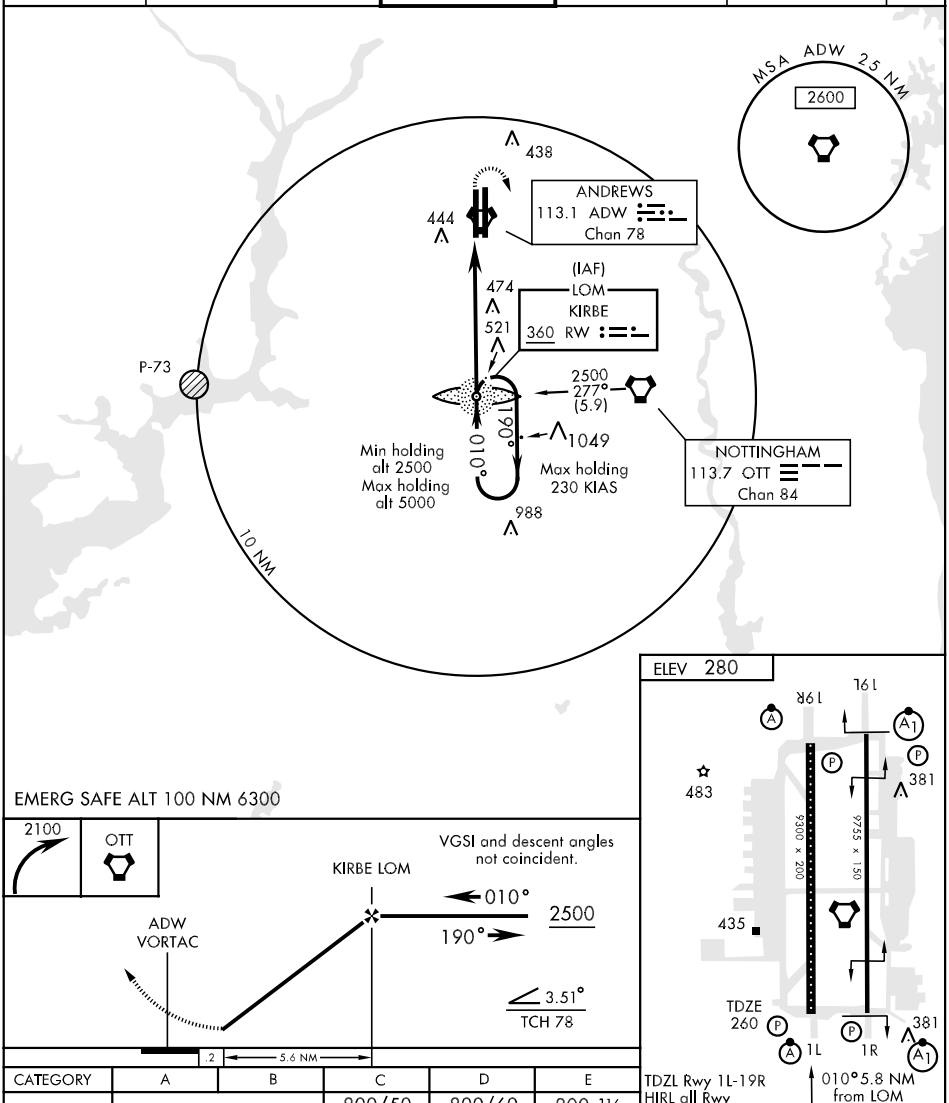
ANDREWS AFB (KADW)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climbing right turn to 2100 direct OTT VORTAC. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



CATEGORY	A	B	C	D	E
S-1L *	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800-1½ 540 (600-1½)
CIRCLING**	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 1L

ANDREWS AFB (KADW)

AL-561 [USAF]

APCH CRS	Rwy ldg	9300
010°	TDZE	260
	Arpt Elev	280

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2600 direct DUBYA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	124.0 269.0	118.4 349.0	121.8 275.8	127.55 285.475	

DME/DME RNP-0.3 NA

190° 010° 4 NM

DUBYA 438 618

453 474 379 RW1L 436 474

ANDREWS 113.1 ADW Chan 78

010°

(FAF) RREGN

P-73

1049 1700

010° (6.5)

(IAF) FORRD

Max holding alt 5000 988

No PT 2500 076° (12.2)

No PT 2500 052° (18.8)

190° 010°

No PT 2500 305° (7.5)

(IAF) DAILY

No PT 2500 338° (14.5)

(IAF) IRONS

(IAF) SABBI

(IAF) WHINO

MSA RW 1L 2.5 NM 2600

EMERG SAFE ALT 100 NM 6300

2600 DUBYA

VGSI angle and descent angle not coincident.

RREGN FORRD RW1L 010° 010° 190° 1700 2500

GS 2.86° TCH 78

4.5 NM 6.5 NM

ELEV 280 19R 19L 483 381 9300 x 200 9755 x 150 434 326 381 TDZE 260 1L 1R 381

TDZL Rwy 1L-19R HIRL all Rwy

010° 4.5 NM from RREGN

CATEGORY	A	B	C	D	E
LNAV MDA*	760/24 500 (500-½)		760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)
CIRCLING**	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 19R

APCH CRS	Rwy ldg	9300
190°	TDZE	273
	Arpt Elev	280

AL-561 [USAF]

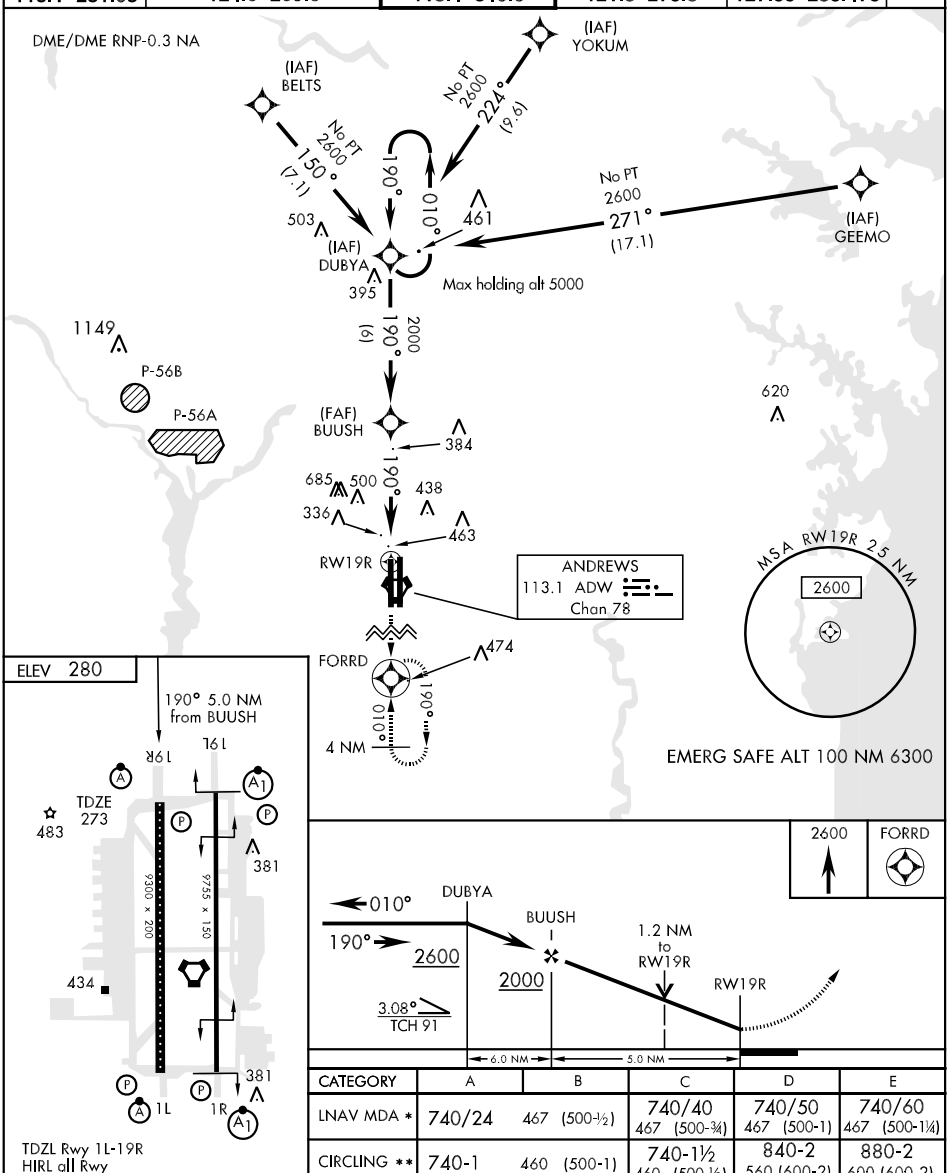
ANDREWS AFB (KADW)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2600 direct FORRD and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	124.0 269.0	118.4 349.0	121.8 275.8	127.55 285.475	



CATEGORY	A	B	C	D	E
LNAV MDA *	740/24 467 (500-½)		740/40 467 (500-¾)	740/50 467 (500-1)	740/60 467 (500-1¼)
CIRCLING **	740-1 460 (500-1)		740-1½ 460 (500-½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 1L

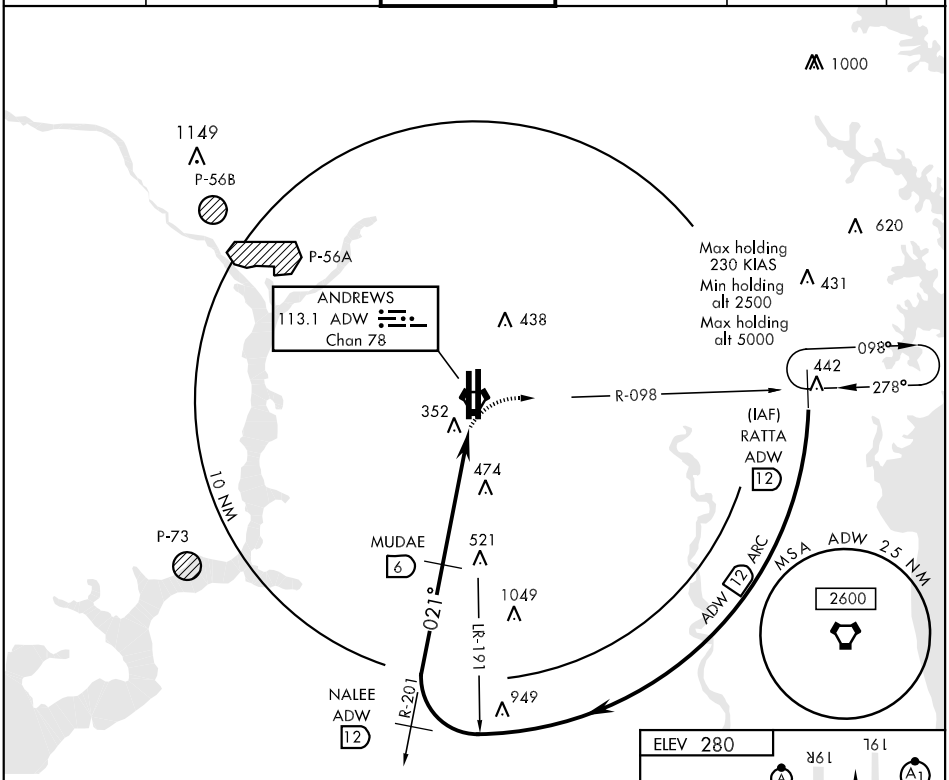
VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy ldg 9300 TDZE 260 Arpt Elev 280	AL-561 [USAF]	ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

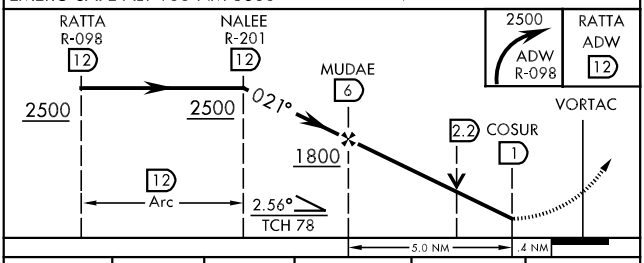
ALSF-2

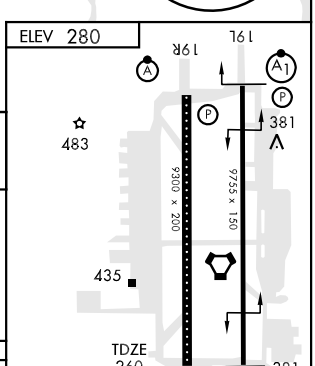
MISSED APPROACH: Climb to 2500 via ADW VORTAC R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-1L *	760/24 500 (500-½)		760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500–1¼)
CIRCLING **	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 1R

VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy ldg 9755 TDZE 265 Arpt Elev 280

AL-561 [USAF]

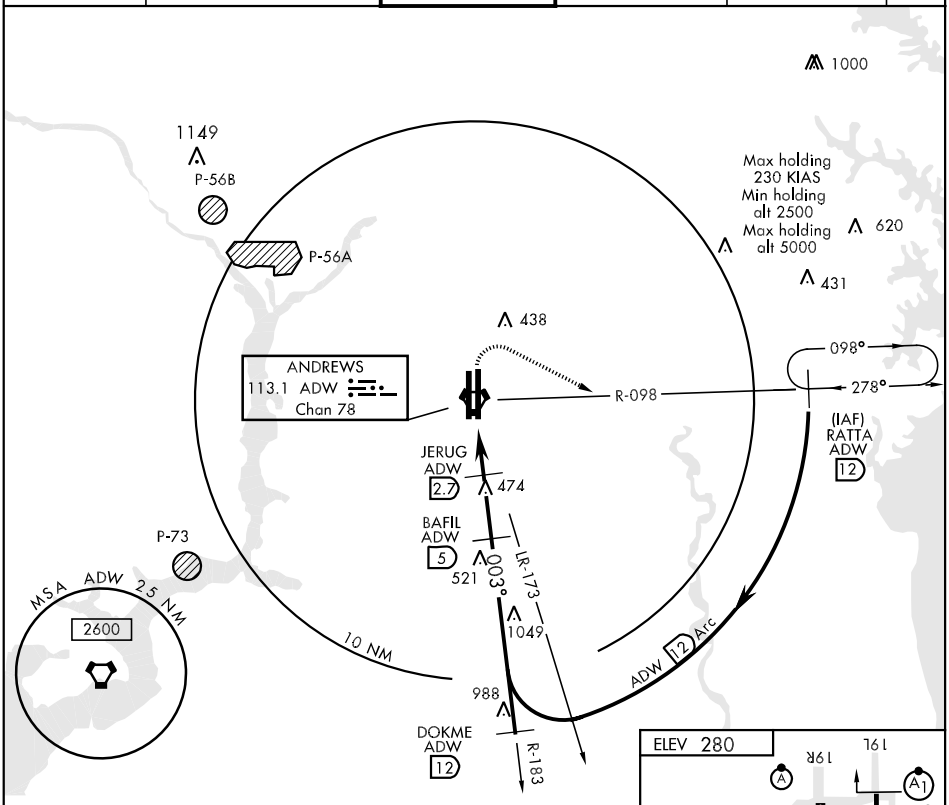
ANDREWS AFB (KADW)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

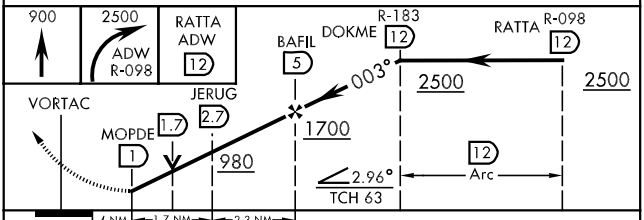
ALSF-1

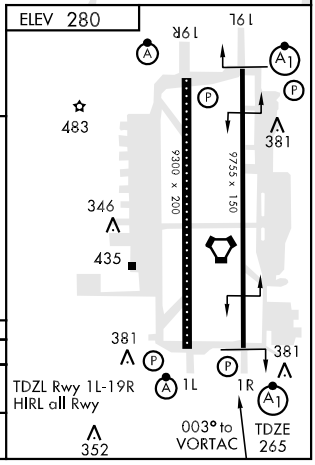
MISSED APPROACH: Climb to 900 then climbing right turn to 2500 to RATTA via ADW R-098 and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-1R *	660/40	395		(400-¾)	660/50 395 (400-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 19L

VORTAC ADW 113.1 Chan 78	APCH CRS 196°	Rwy ldg 9755 TDZE 280 Arpt Elev 280	AL-561 [USAF]	ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

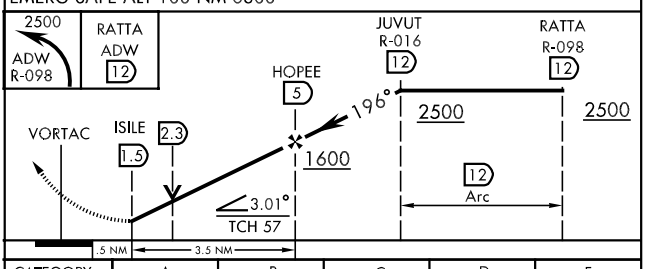
ALSF-1 (A1)

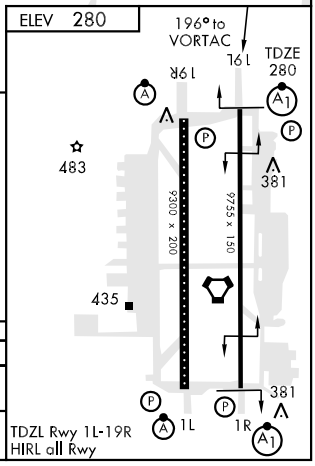
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

503
JUVUT R-016 (12)
R-016
698
1000
ADW (12) Arc
1149
P-56B
LR-026
381
196°
620
MSA ADW 25 NM
2600
P-56A
HOPEE ADW (5)
620
431
463
438
ANDREWS 113.1 ADW Chan 78
483
R-098
098°
278°
(IAF) RATTA ADW (12)
Max holding 230 KIAS
Min holding alt 2500
Max holding alt 5000
474
P-73
1049
10 NM
988

EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-19L *	720/40	440	(500-¾)	720/50	440 (500-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 19R

VORTAC ADW	APCH CRS	Rwy ldg 9300
113.1	182°	TDZE 273
Chan 78		Arpt Elev 280

AL-561 [USAF]

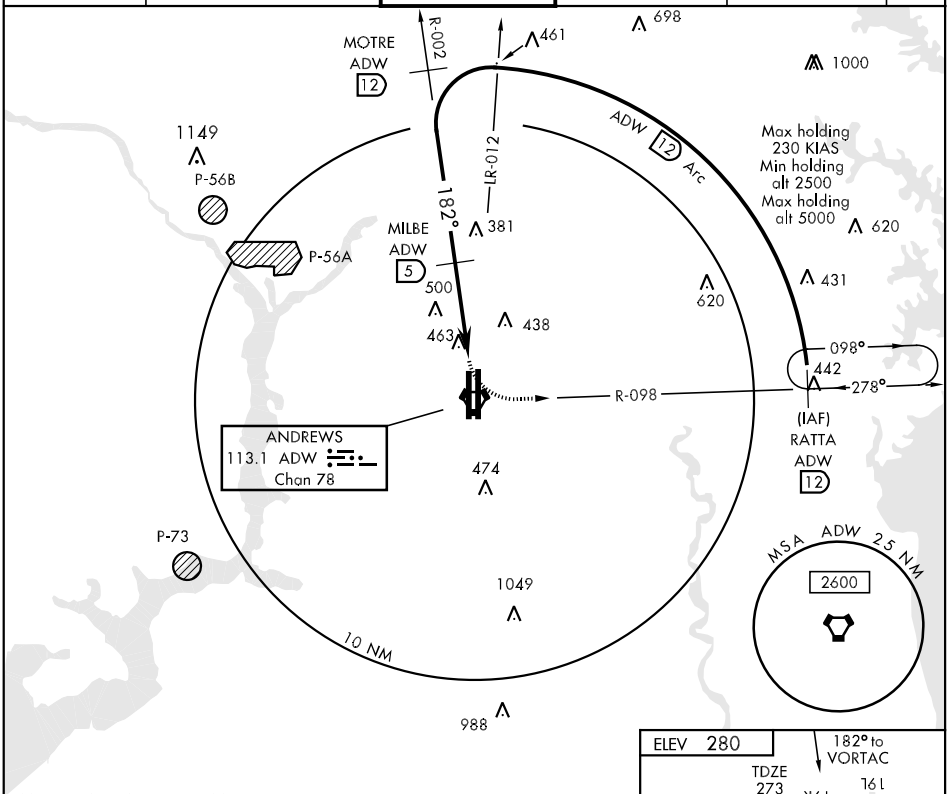
ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾.
** Circling not authorized W of Rwy 1L-19R.

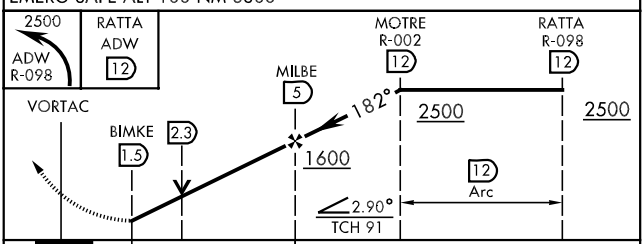
ALSF-2

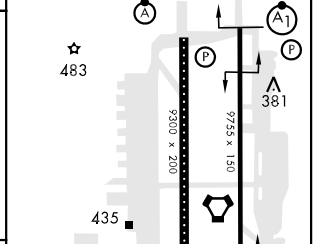
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





TDZL Rwy 1L-19R
HIRL all Rwy

CATEGORY	A	B	C	D	E
S-19R*	780/24 507 (500-½)		780/50 507 (500-1)		780/60 507(500-1¼)
CIRCLING**	780-1 500 (500-1)		780-1½ 500(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN-A

VORTAC ADW 113.1 Chan 78	APCH CRS 278°	Rwy ldg NA TDZE NA Arpt Elev 280

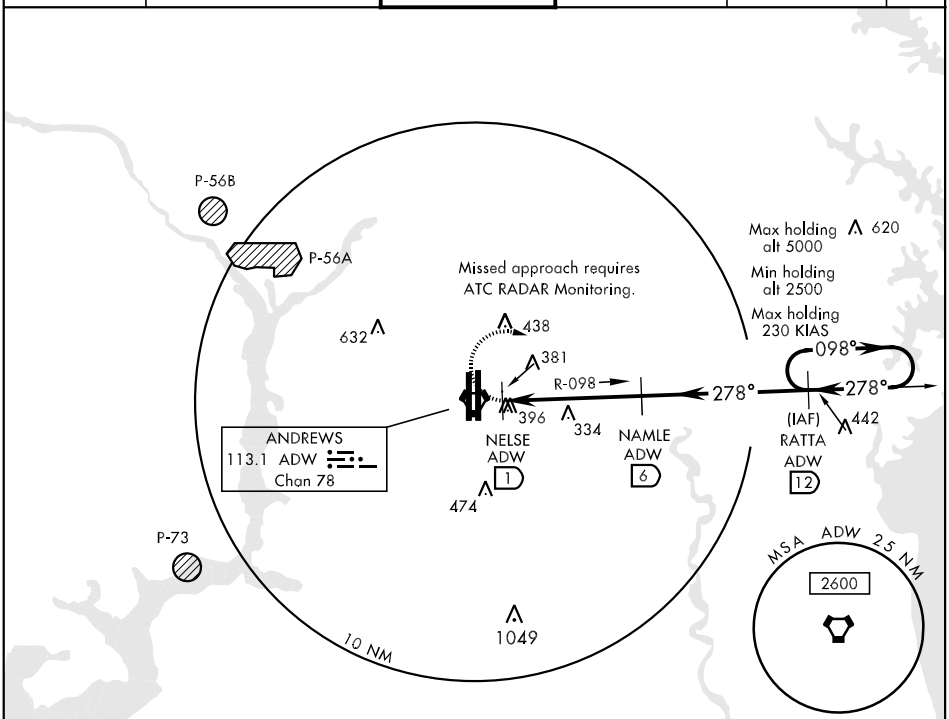
AL-561 [USAF]

ANDREWS AFB (KADW)

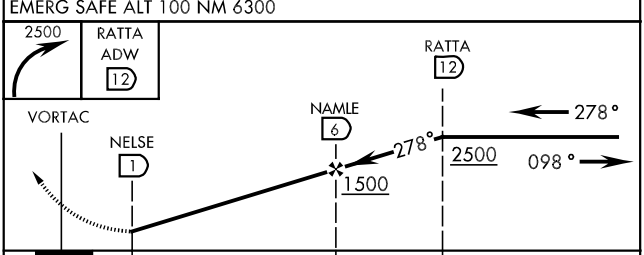
* Circling not authorized west of RWY 1L-19R.

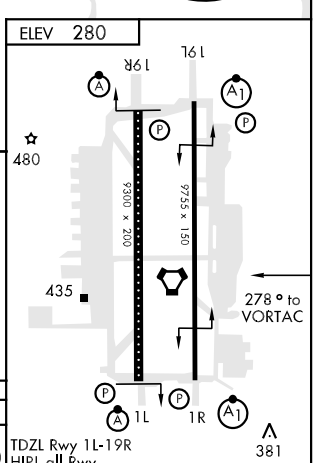
MISSED APPROACH: Climbing right turn to 2500 DIRECT RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	ASR
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6300





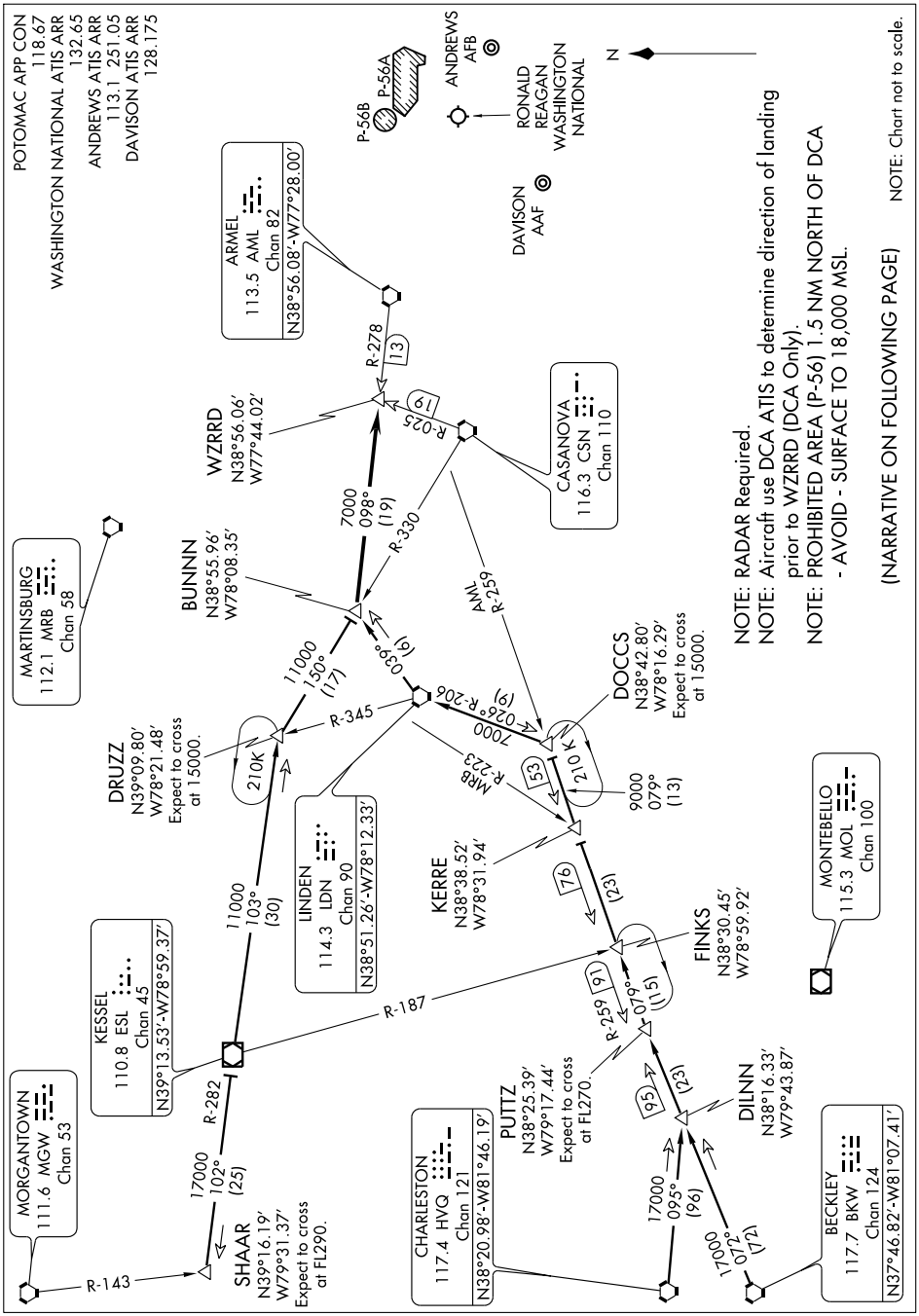
CATEGORY	A	B	C	D	E
CIRCLING *	820-1 540 (600-1)		820-1½ 540 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)

TDZL Rwy 1L-19R
HIRL all Rwy

NE-3, 23 SEP 2010 to 21 OCT 2010

WZRRD TWO ARRIVAL

WASHINGTON, DC



NE-3, 23 SEP 2010 to 21 OCT 2010

WZRRD TWO ARRIVAL

WASHINGTON, DC

(WZRRD.WZRRD2) 09071

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 23 SEP 2010 to 21 OCT 2010

CAMBRIDGE–DORCHESTER (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′

WASHINGTON
L–34F, 36J, A
IAP

20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA

RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL

RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.

AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.

WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.

COMMUNICATIONS: CTAF/UNICOM 122.7

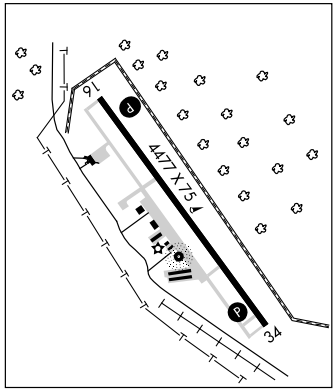
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.

NDB (MHW) 355 CGE N38°32.23′ W76°01.83′ at fld.



CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)

CECIL CO (See ELKTON)

CHURCHVILLE

HARFORD CO (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′

WASHINGTON
L–29E, 34F, 36J, A
IAP

409 B S4 **FUEL** 100LL NOTAM FILE DCA

RWY 10–28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W

RWY 10: REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.

RWY 01–19: 2000X75 (TURF) 0.5% up S

RWY 01: Pole. **RWY 19:** Trees.

RWY 14–32: 1600X75 (TURF)

RWY 14: Trees. **RWY 32:** Trees.

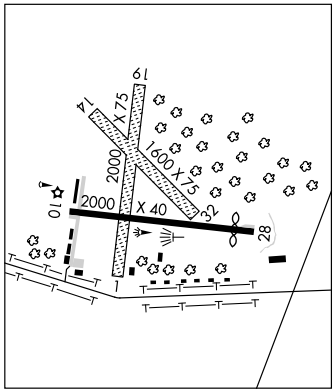
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.



CLEARVIEW AIRPARK (See WESTMINSTER)

APP CRS	Rwy ldg	N/A
104°	TDZE	N/A
	Apt Elev	409

RNAV (GPS)-B

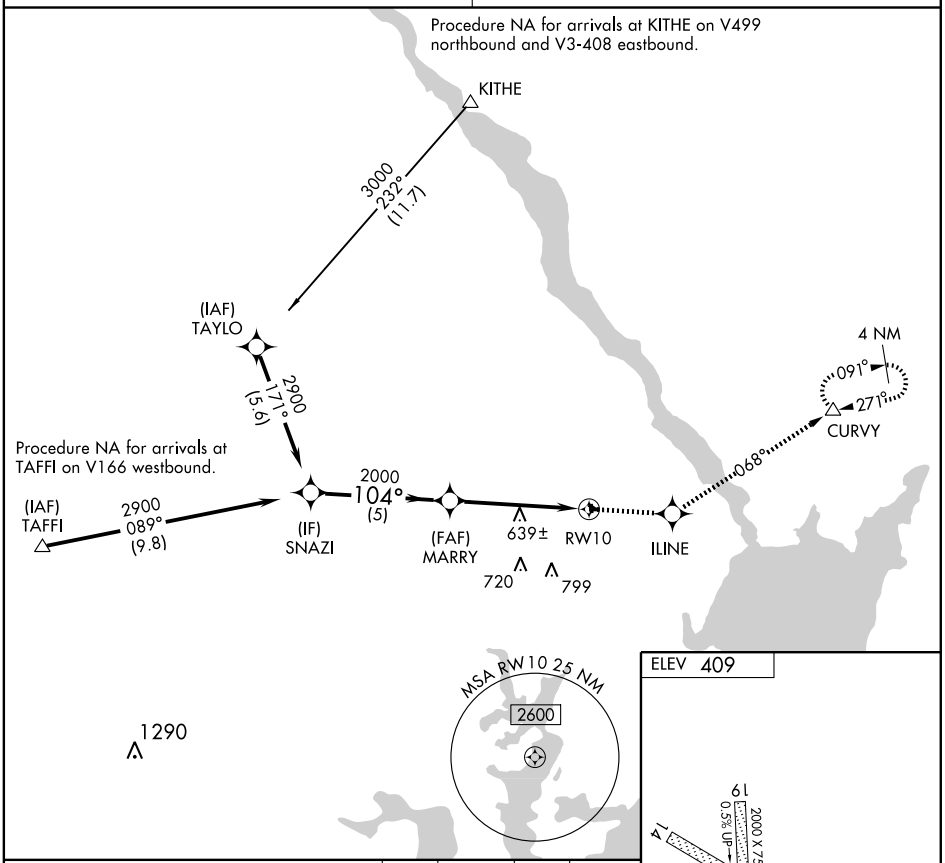
CHURCHVILLE/ HARFORD COUNTY (ØW3)

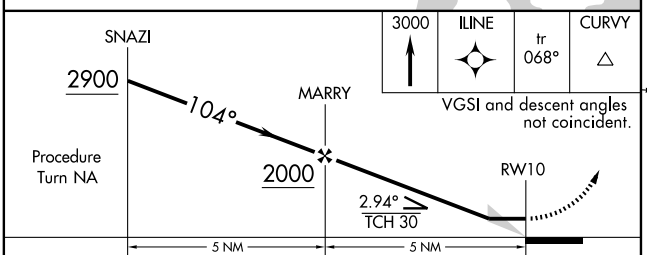
NA

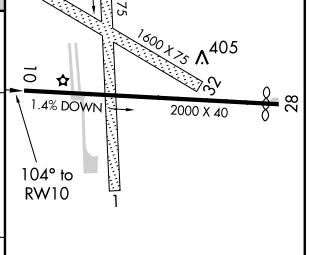
DME/DME RNP- 0.3 NA. Use Phillips AAF altimeter setting; when not received use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		

LIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME PPM	APP CRS	Rwy ldg	N/A
108.4	176°	TDZE	N/A
Chan 21		Apt Elev	409

VOR/DME-A

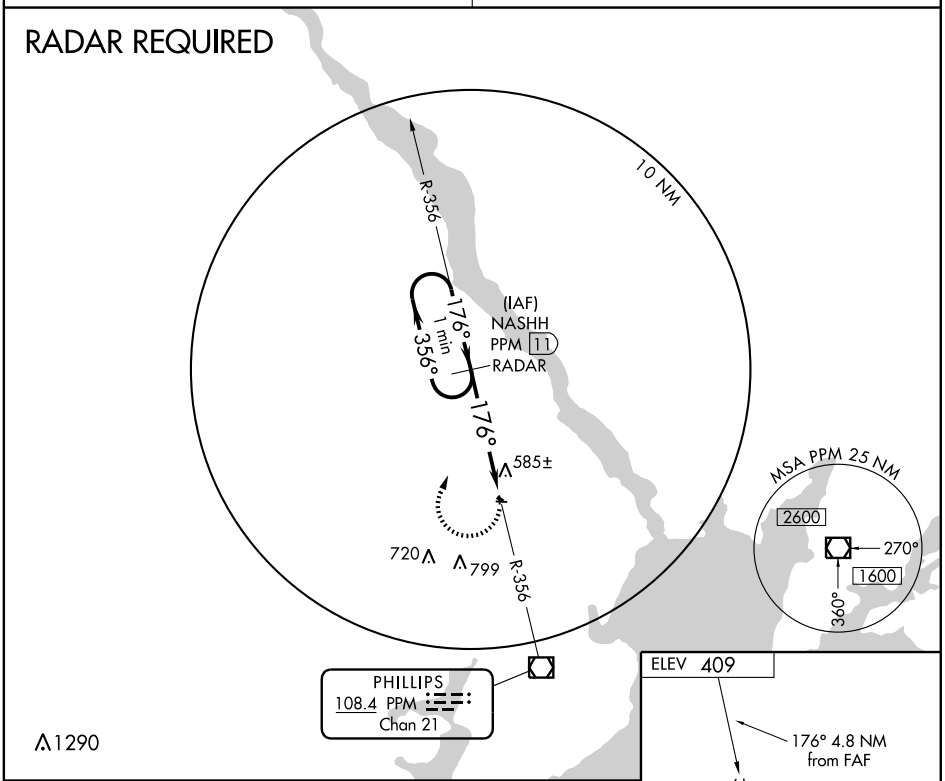
CHURCHVILLE/ HARFORD COUNTY (ØW3)

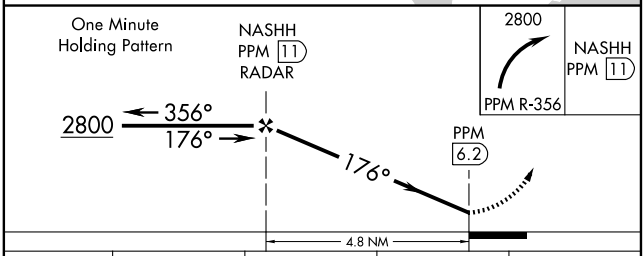
Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

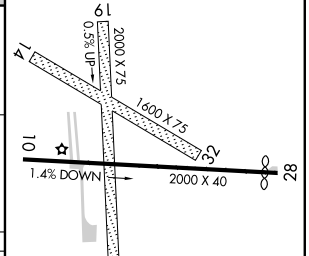
NA

MISSED APPROACH: Climbing right turn to 2800 via PPM R-356 to NASHH 11 DME/RADAR and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS				
CIRCLING	1000-1 591 (600-1)	NA		

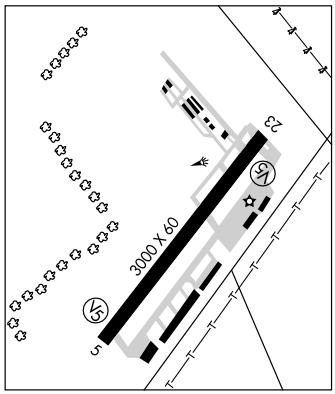
LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 23 SEP 2010 to 21 OCT 2010

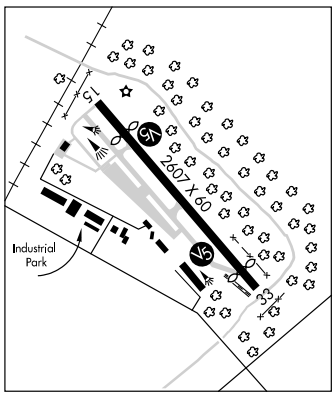
NE-3, 23 SEP 2010 to 21 OCT 2010

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON**
249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **COPTER**
RWY 05–23: H3000X60 (ASPH) LIRL **L–29E, 34F, 36I, A**
RWY 05: REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees. **IAP**
RWY 23: APAP(PNIL)—GA 4.0° TCH 43′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 124.7
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.



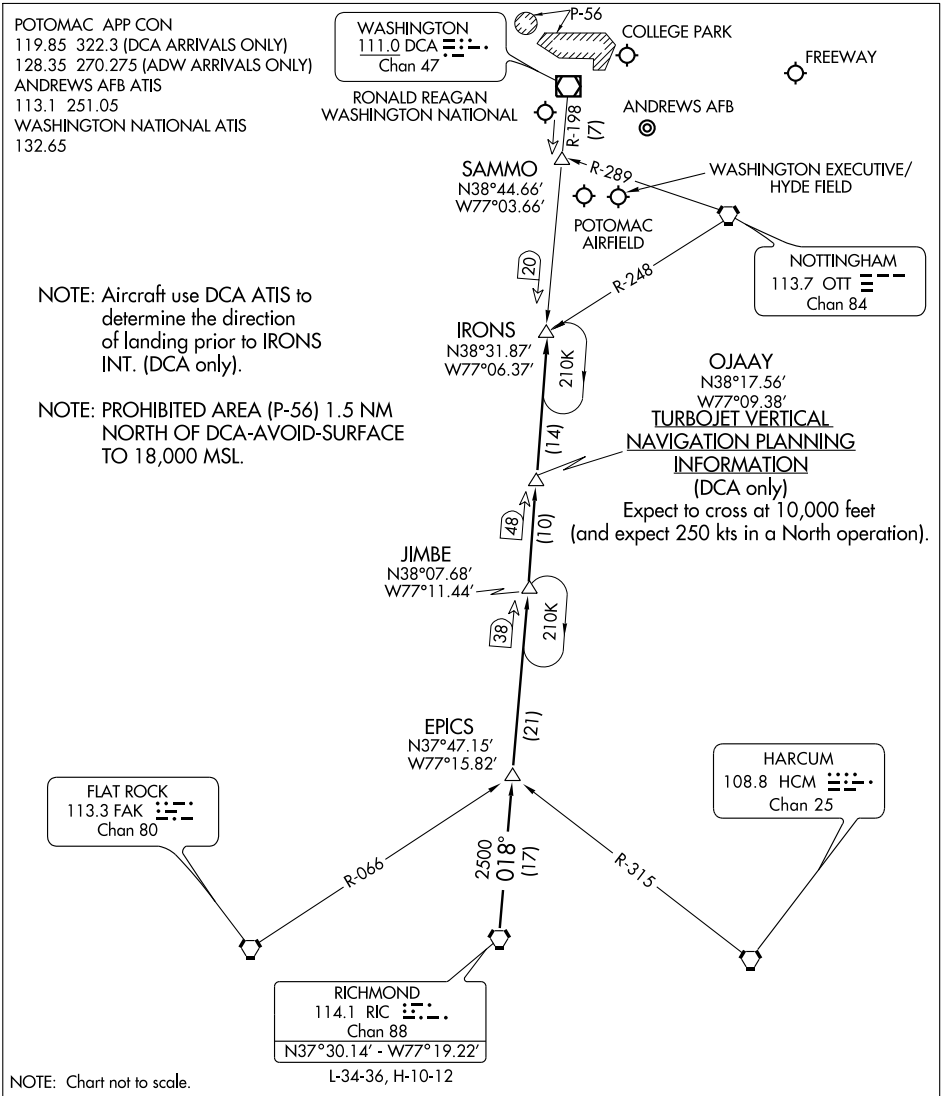
COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON**
48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **COPTER**
RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW **L–29E, 34F, 36I, A**
RWY 15: REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees. **IAP**
RWY 33: REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.
AIRPORT REMARKS: Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.
WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **POTOMAC APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**
4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**
RWY 06–24: 3280X120 (TURF) **IAP**
RWY 06: Thld dsplcd 1167′. Trees. **RWY 24:** Trees.
RWY 14–32: H2490X75 (ASPH) S–12 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Road.
AIRPORT REMARKS: Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
WASHINGTON CENTER APP/DEP 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 5

CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)

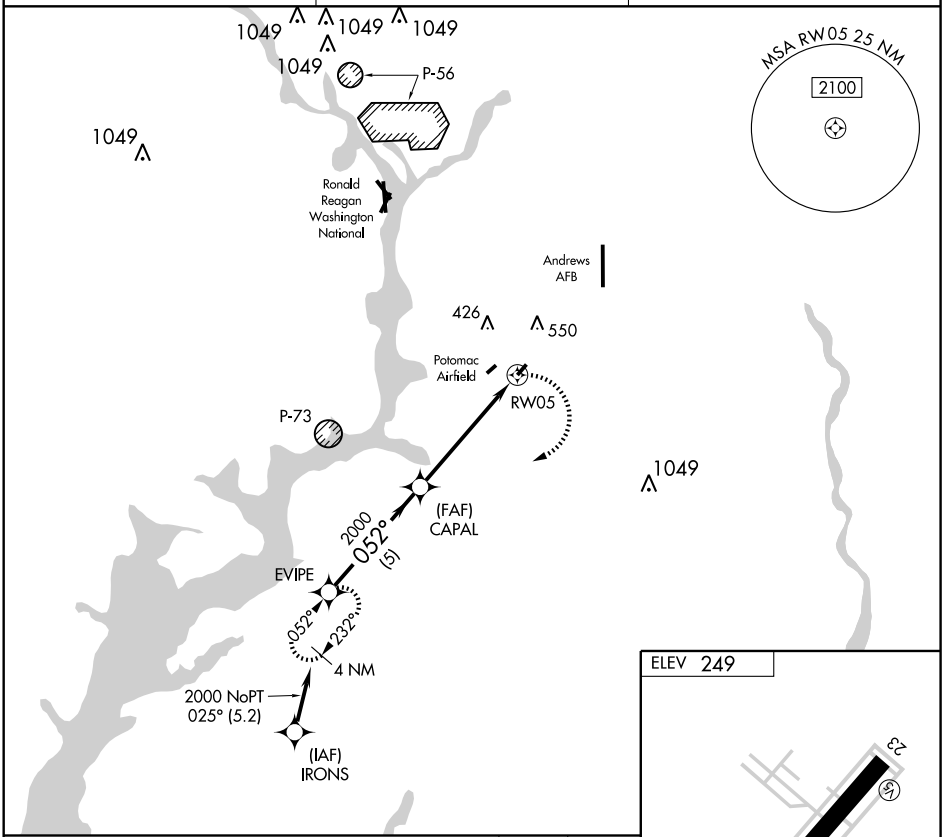
APP CRS	Rwy ldg	3000
052°	TDZE	249
	Apt Elev	249

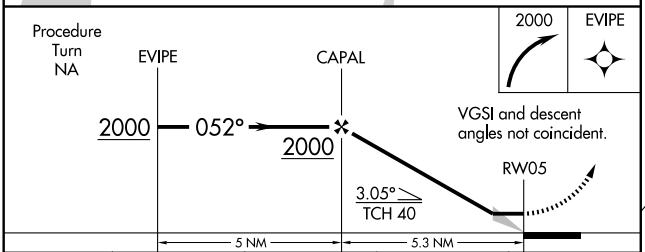
NA

Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.
DME/DME RNP-0.3 NA.

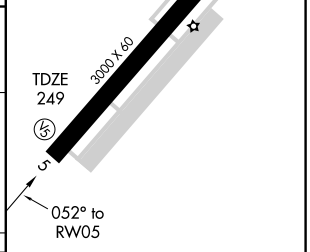
MISSED APPROACH: Climbing right turn to 2000 direct EVIPE WP and hold.

ANDREWS ATIS	POTOMAC APP CON	UNICOM
113.1	124.7 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1 411 (500-1)		NA	
CIRCLING	680-1 431 (500-1)	700-1 451 (500-1)	NA	



LIRL Rwy 5-23
REIL Rwy 5

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON**
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COMMUNICATIONS: CTAF/UNICOM 122.8
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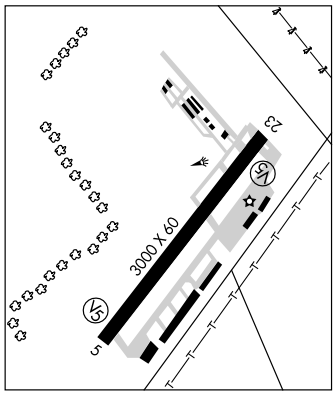
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.



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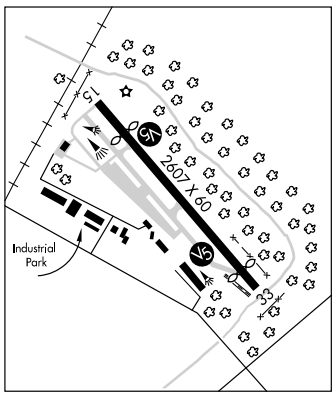

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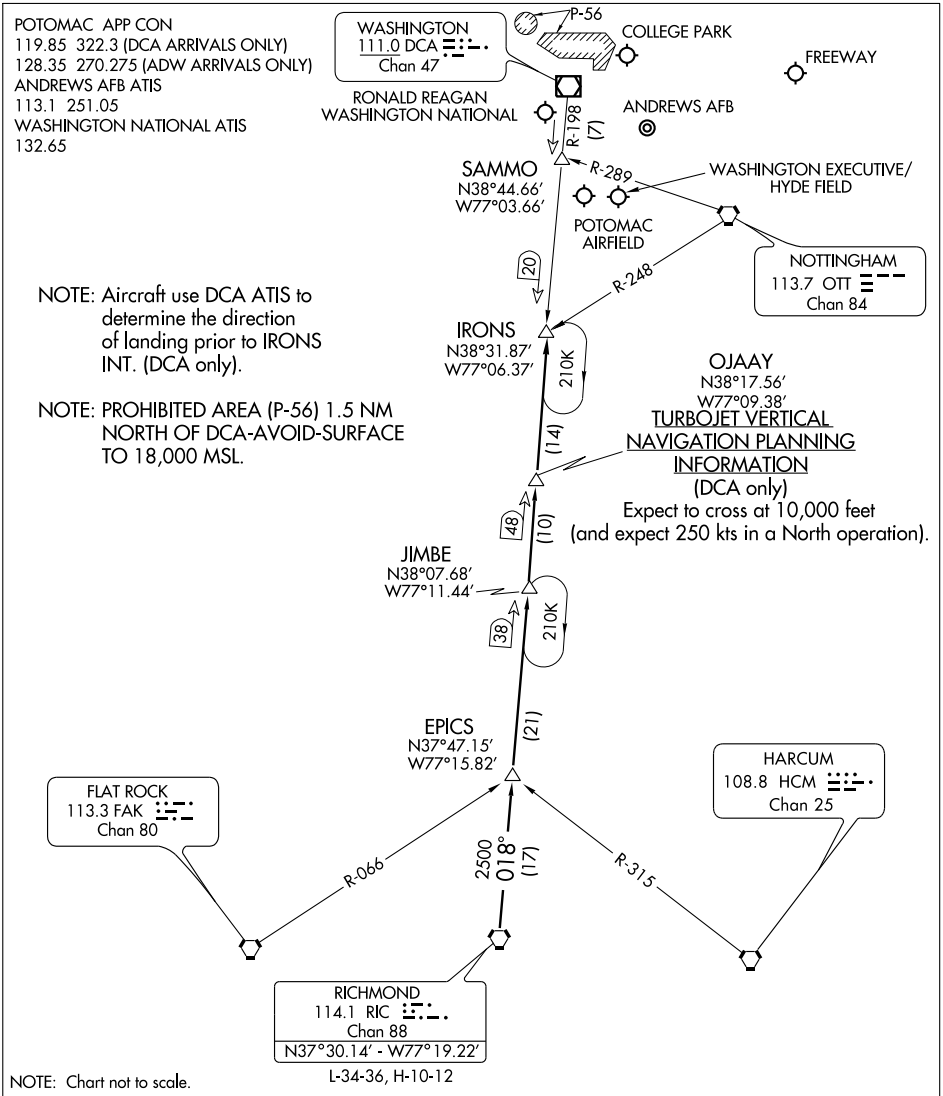
WASHINGTON, DC



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NE-3, 23 SEP 2010 to 21 OCT 2010

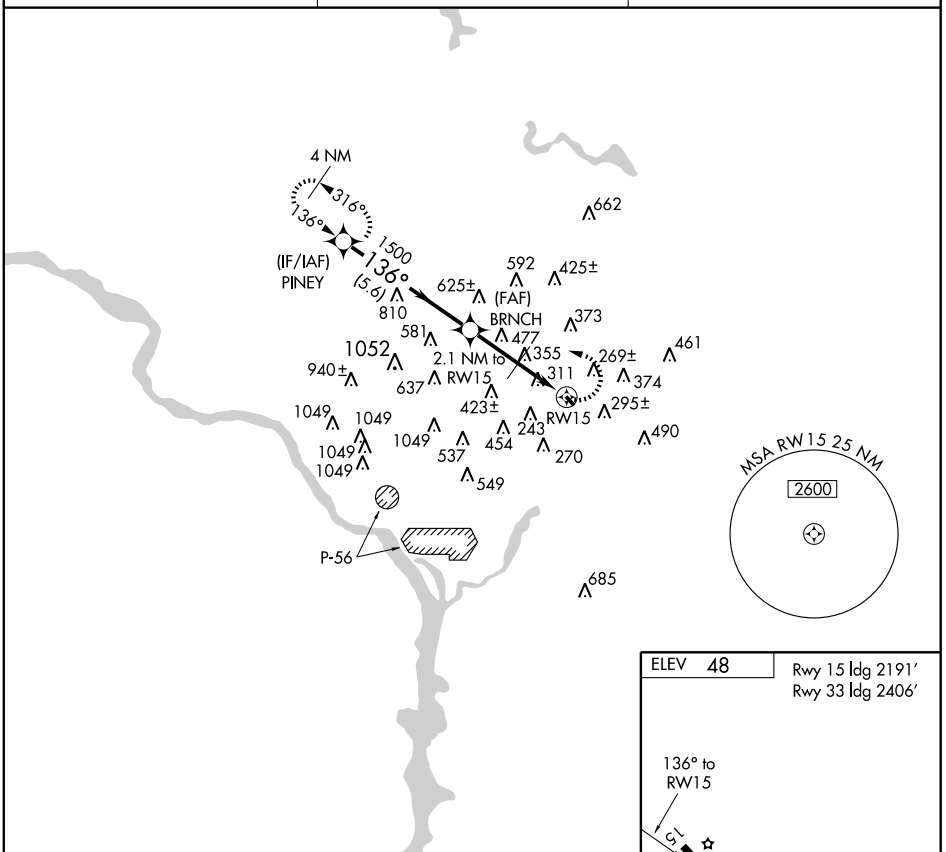
APP CRS	Rwy ldg	2191
136°	TDZE	47
	Apt Elev	48

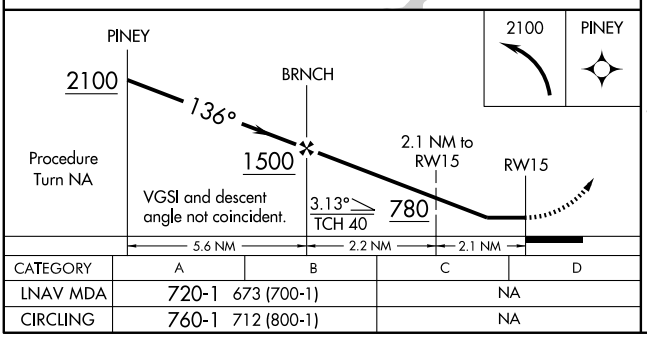
RNAV (GPS) RWY 15
COLLEGE PARK (CGS)

When local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.
DME/DME RNP-0.3 NA.

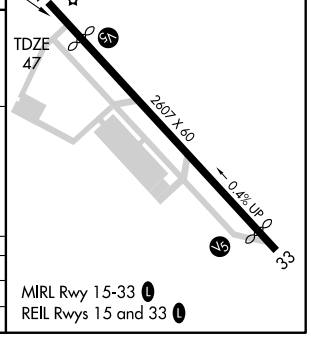
MISSED APPROACH: Climbing left turn to 2100 direct PINEY WP and hold.

AWOS-3	POTOMAC APP CON		UNICOM
121.225	119.85	322.3	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 673 (700-1)		NA	
CIRCLING	760-1 712 (800-1)		NA	



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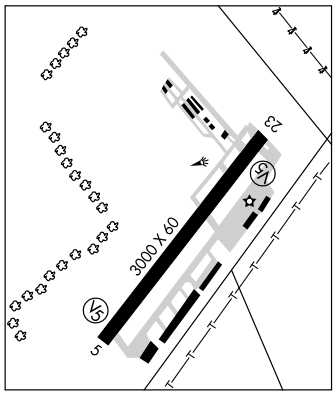

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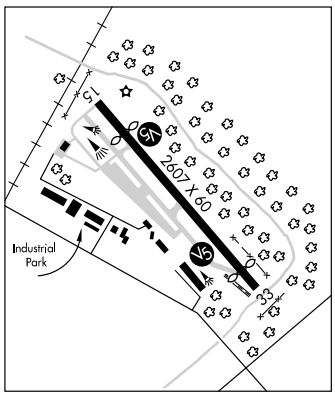

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APP CRS	Rwy ldg	2490
322°	TDZE	4
	Apt Elev	4

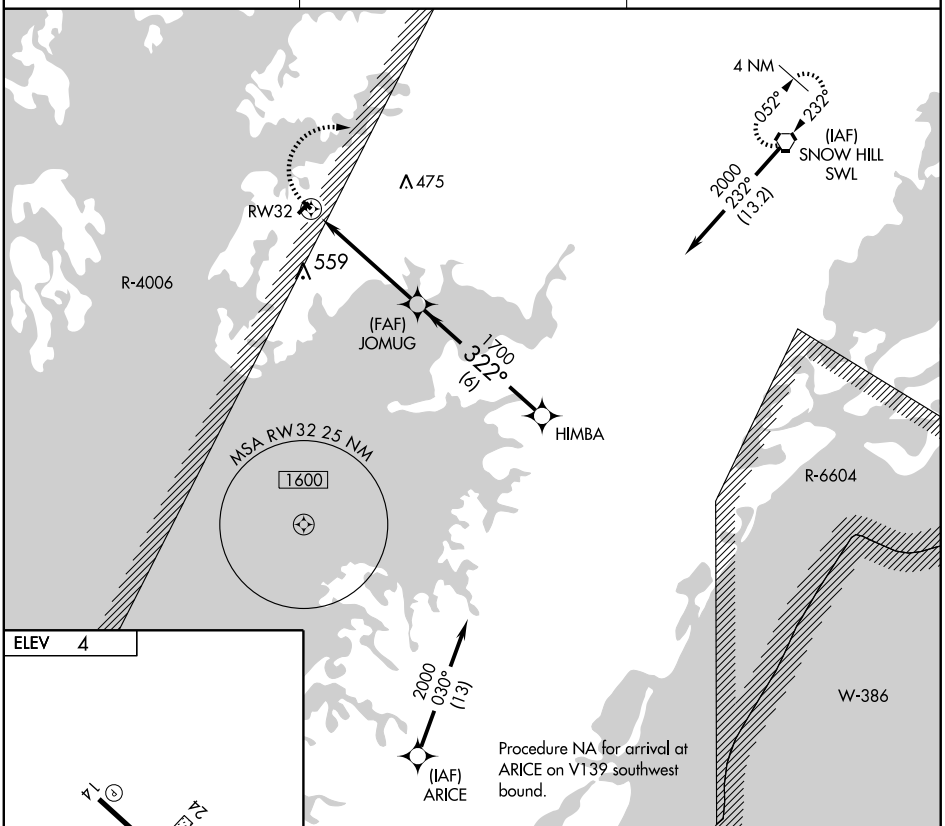
RNAV (GPS) RWY 32
CRISFIELD MUNI (W41)

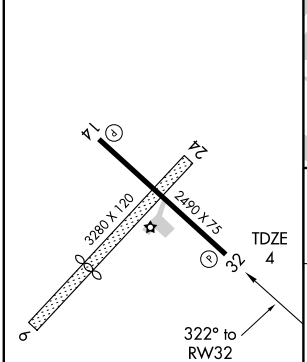
Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

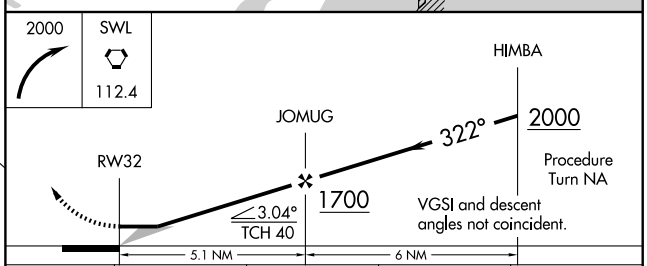
MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 496 (500-1)		NA	
CIRCLING	520-1 516 (600-1)		NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SWL 112.4 Chan 71	APP CRS 271°	Rwy ldg N/A TDZE N/A Apt Elev 4

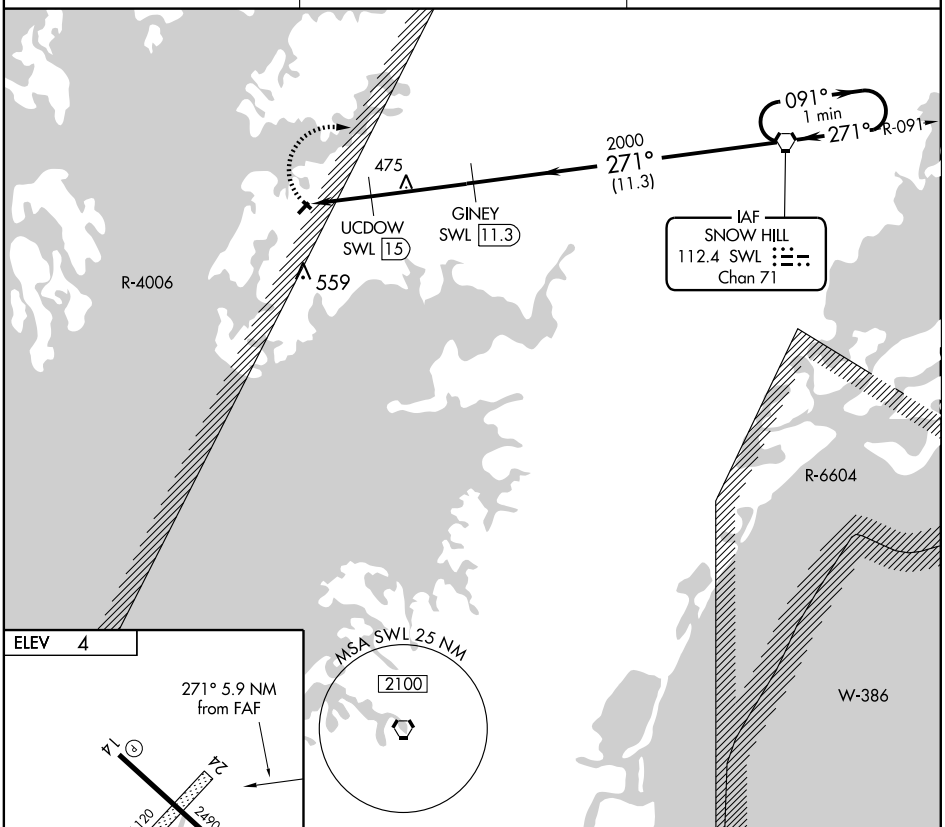
VOR/DME-A
CRISFIELD MUNI (W41)

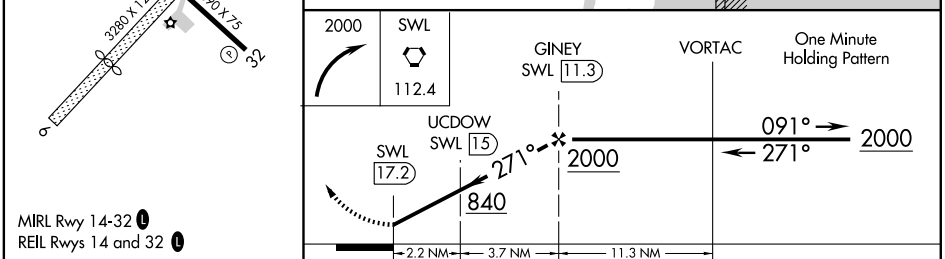
NA

Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	780-1 776 (800-1)	780-1¼ 776 (800-1¼)	NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

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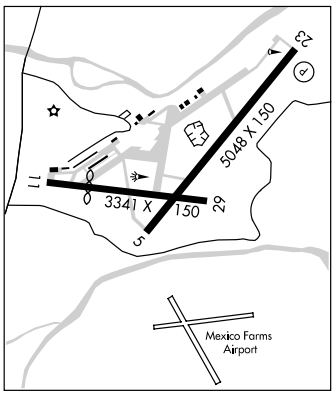
CUMBERLAND N39°38.89′ W78°44.83′ NOTAM FILE EKN. **WASHINGTON**
NDB (MHW) 317 CBE 206° 2.1 NM to Greater Cumberland Rgnl. **L–29D**

CUMBERLAND

GREATER CUMBERLAND RGNL (CBE) 2 S UTC−5(−4DT) N39°36.92′ W78°45.71′ **WASHINGTON**
775 B S4 **FUEL** 100LL, JET A OX 1,2,3,4 TPA—1799(1024) NOTAM FILE EKN **H–10H, 12I, L–29D**
RWY 05–23: H5048X150 (ASPH–GRVD) S–38, D–52 HIRL 1.1% up NE **IAP**
RWY 05: Trees. Rgt tfc.
RWY 23: REIL. PAPI(P4L)–GA 3.0°. TCH 35′. Trees.
RWY 11–29: H3341X150 (ASPH) S–12 LIRL
RWY 11: Thld dsplcd 899′. Hill. **RWY 29:** Trees.



AIRPORT REMARKS: Attended 1130–0100Z‡. Bottle oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Bulk oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Glider ops W of arpt use Rwy 11 for dep; Rwy 29 for arrival. Rwy 05 apch has rapidly rising terrain 696′ left, 2000′ from thld. Rwy 11 ngt ops and any ldgs not recommended due to high terrain. Deer /birds on and invof arpt. Numerous areas along Rwy 05–23 and Rwy 11–29 with grass growth from pavement cracks. ACTIVATE HIRL Rwy 05–23, LIRL Rwy 11–29, REIL Rwy 23 and twy lgts—CTAF. Rotating bcn located off arpt. Rwy 23 900 ft twy aligned with rwy west end.
WEATHER DATA SOURCES: AWOS–3 128.625 (304) 738–0451.
Temperature and dewpoint not avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (ELKINS RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 101° 13.4 NM to fld. 2640/06W.
CUMBERLAND NDB (MHW) 317 CBE N39°38.89′ W78°44.83′ 206° 2.1 NM to fld.
ILS/DME 110.5 I–CBE Chan 42 Rwy 23. LOC only. DME unusable byd 22 degrees left side of course byd 10 NM blo 3500 ft.

MEXICO FARMS (1W3) 3 S UTC−5(−4DT) N39°36.32′ W78°45.65′. **WASHINGTON**
607 TPA—1407(800) NOTAM FILE EKN
RWY 16–34: 2100X195 (TURF)
RWY 16: Brush. **RWY 34:** Thld dsplcd 800′. Tree.
RWY 09–27: 2120X190 (TURF) LIRL
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 340′. Trees.
AIRPORT REMARKS: Unattended. Rwy 16–34 CLOSED indef. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rising terrain 4500 ft west of arpt. Rwy 09–27, and 16–34 may be soft. Rwy 27 dsplcd thld marked with cones on both sides. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.8

DAVIS (See LAYTONSVILLE)

LOC/DME I-CBE	APP CRS	Rwy ldg	N/A
110.5	224°	TDZE	N/A
Chan 42		Apt Elev	775

LOC-A

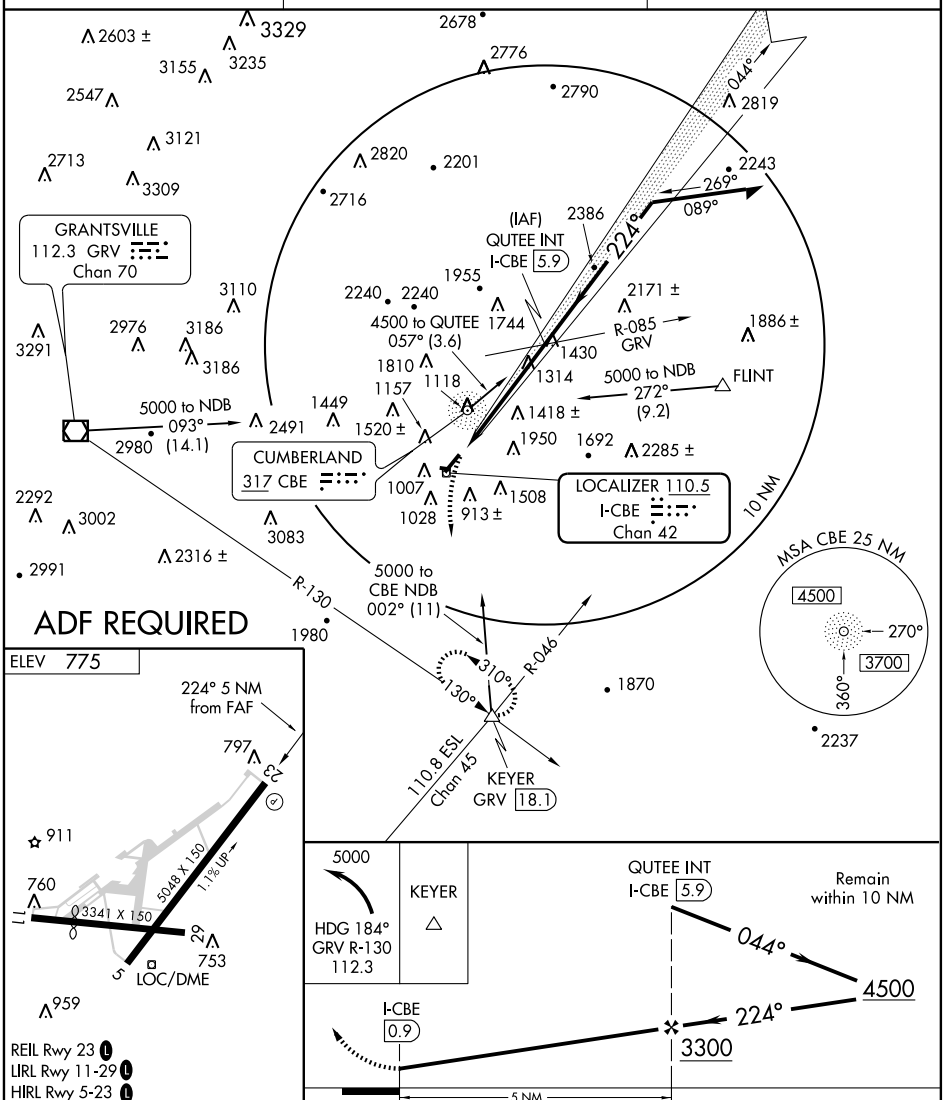
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

Circling not authorized northwest of Rwy 5-23

NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

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LOC/DME I-CBE	APP CRS	Rwy ldg	5048
110.5	224°	TDZE	775
Chan 42		Apt Elev	775

LOC/DME RWY 23

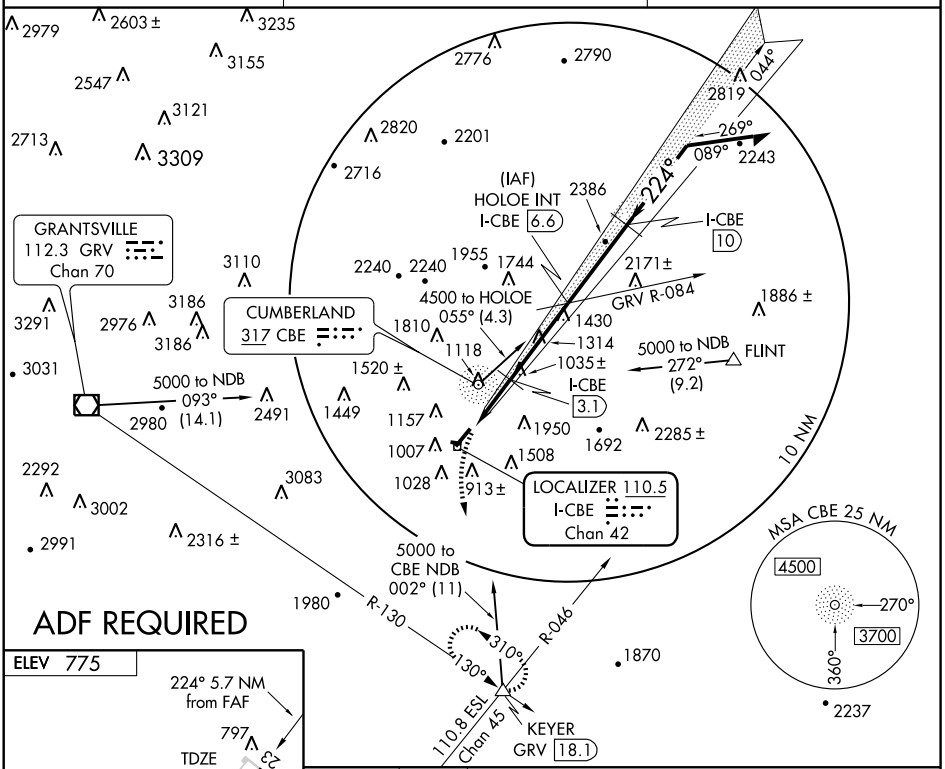
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

Circling not authorized northwest of Rwy 5-23

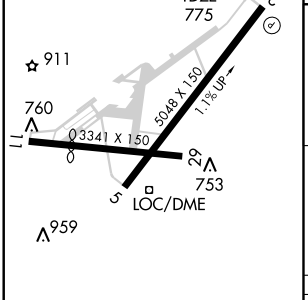
NA

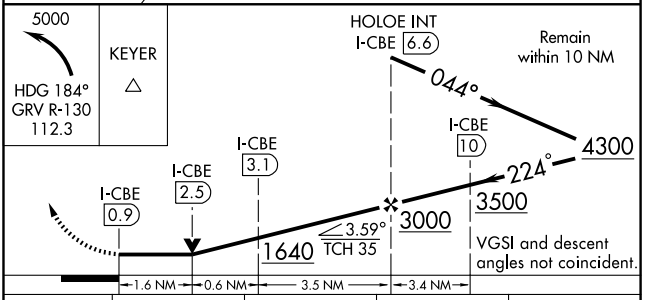
MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-23	1400-1 625 (700-1)		1400-1¾ 625 (700-1¾)	1400-2 625 (700-2)
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

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NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5048
031°	TDZE	747
	Apt Elev	775

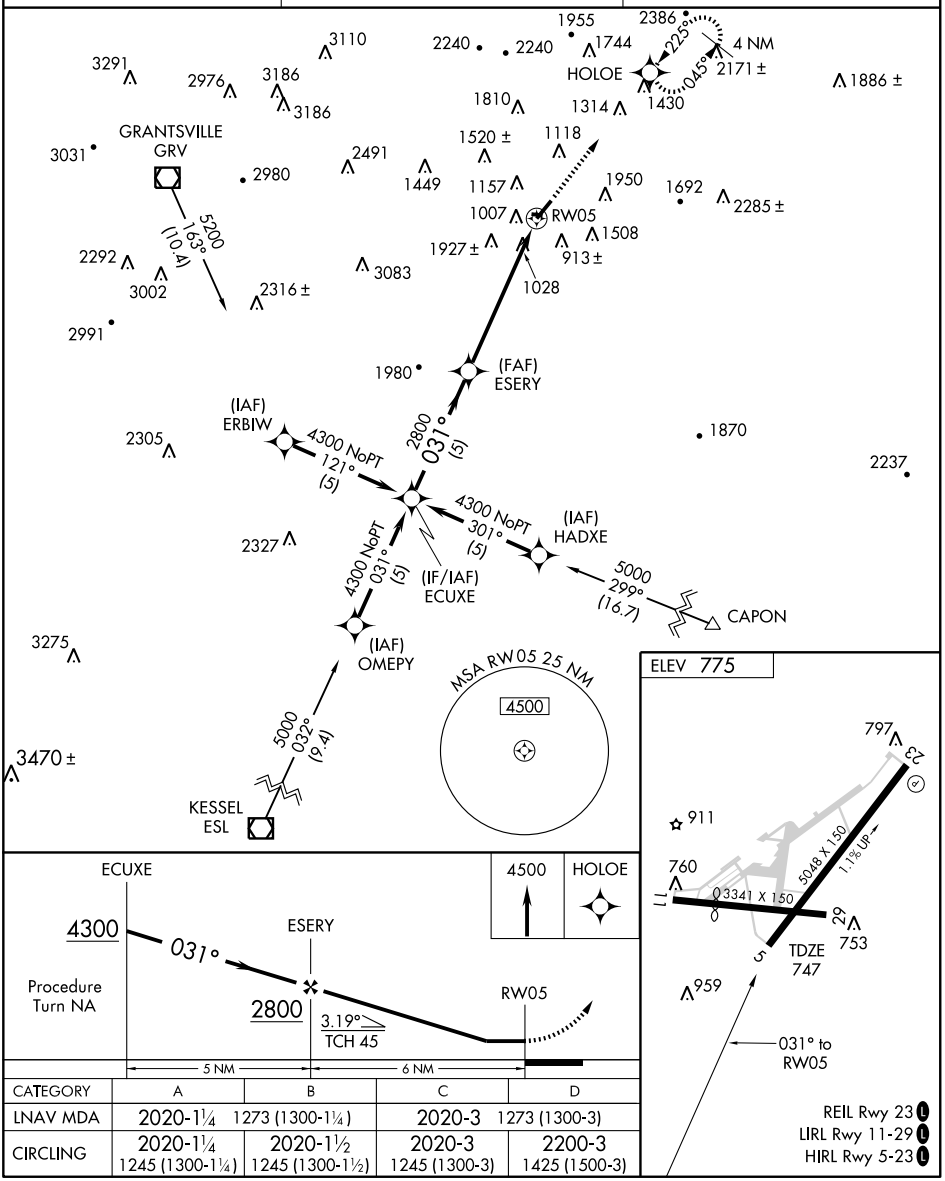
RNAV (GPS) RWY 5

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

Circling not authorized NW of Rwy 5-23.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HOLOE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 1273 (1300-1¼)		2020-3 1273 (1300-3)	
CIRCLING	2020-1¼ 1245 (1300-1¼)	2020-1½ 1245 (1300-1½)	2020-3 1245 (1300-3)	2200-3 1425 (1500-3)

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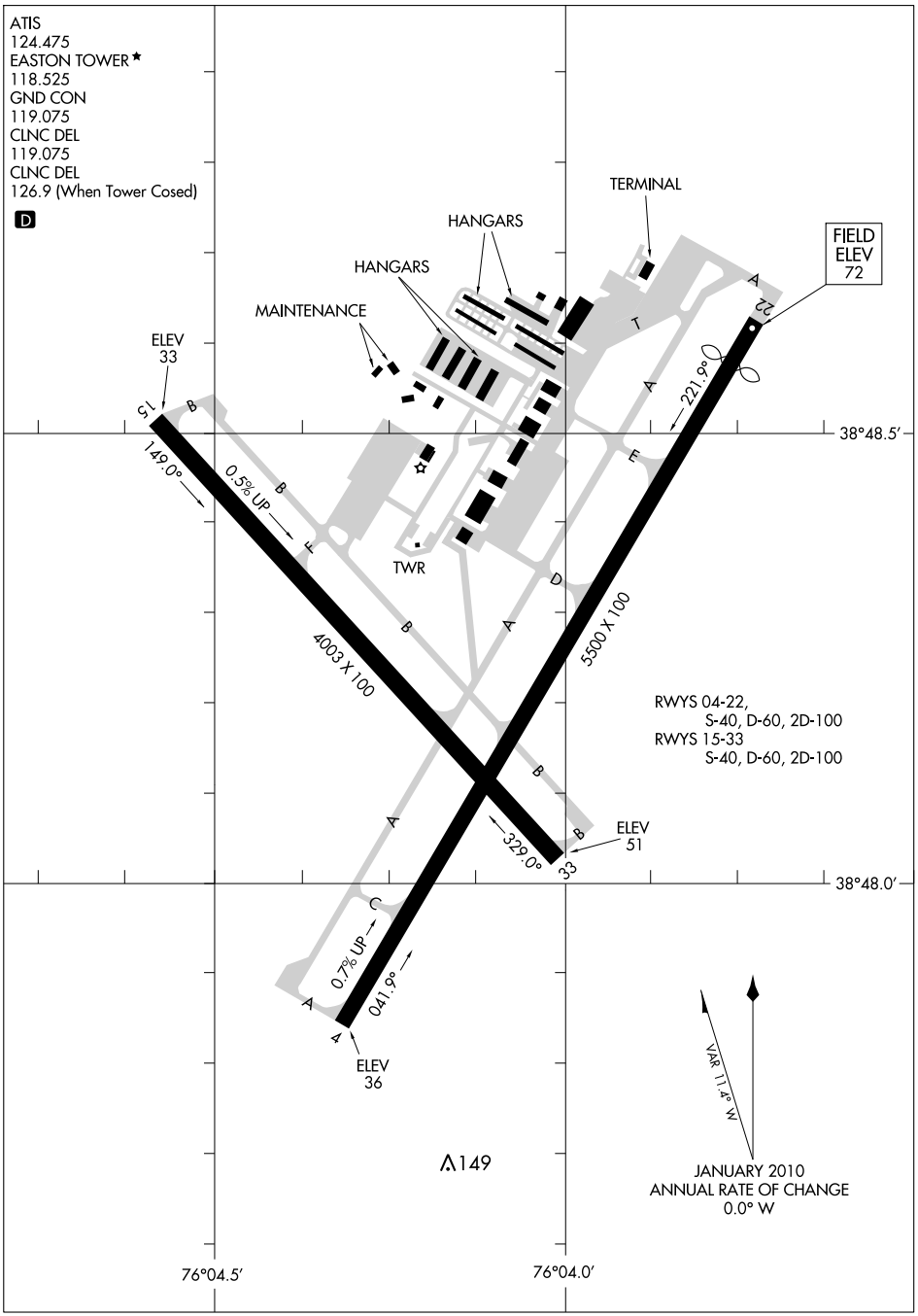
NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)
EASTON, MARYLAND

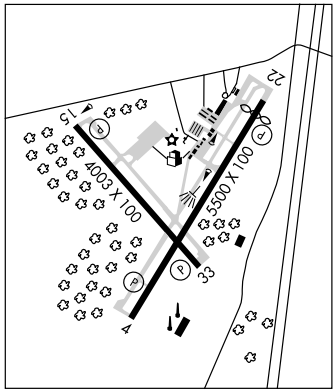


NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM
10210
EASTON, MARYLAND
EASTON/NEWNAM FIELD (ESN)

EASTON/NEWNAM FLD (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
RWY 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE **IAP, AD**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Trees. Rgt tfc.
RWY 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
RWY 22: TORA–5500 TODA–5500 ASDA–5500 LDA–5175
AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.
WEATHER DATA SOURCES: AWOS–3 124.475 (410) 822–2817.
COMMUNICATIONS: CTAF 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
TOWER 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
AIRSPACE: CLASS D svc (1100–0300Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
ILS/DME 109.35 I–FGH Chan 30Y Rwy 04.

ELDERSBURG

HOBY WOLF (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
RWY 02–20: 2000X60 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
RWY 13–31: H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

ESSEX SKYPARK (See BALTIMORE)

LOC/DME I-FGH	APP CRS	Rwy ldg 4775
109.35	041°	TDZE 58
Chan 30 (Y)		Apt Elev 72

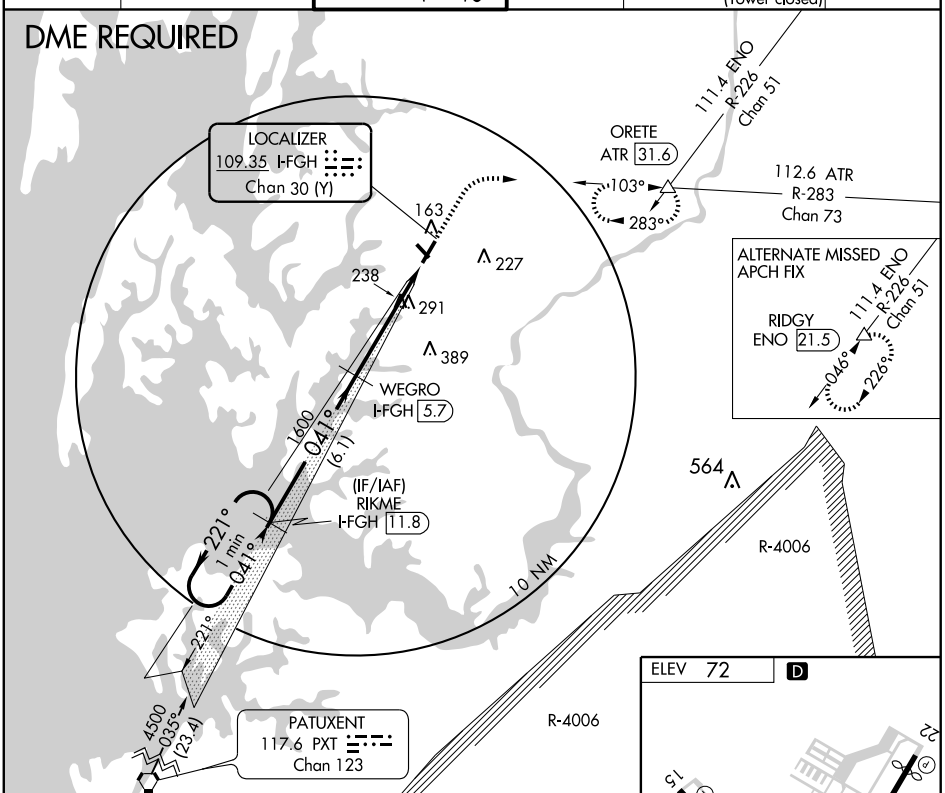
ILS or LOC/DME RWY 4

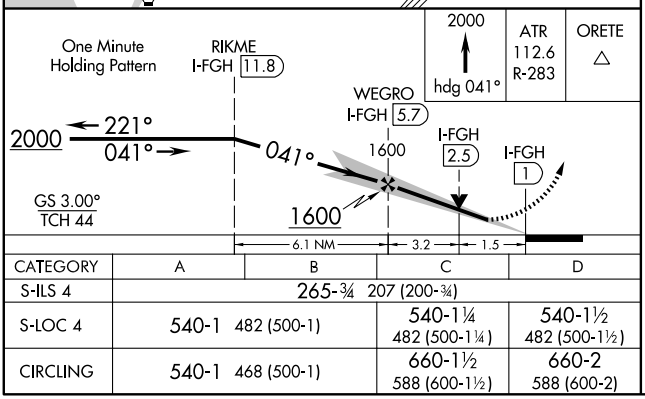
EASTON/NEWNAM FIELD (ESN)

If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet.
VDP NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting.

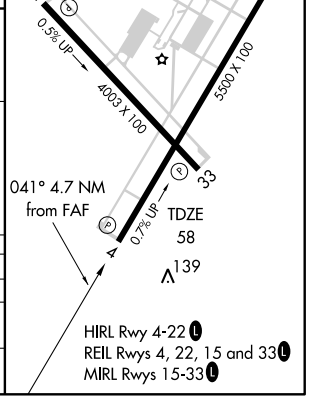
MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





CATEGORY	A	B	C	D
S-ILS 4	265-¾ 207 (200-¾)			
S-LOC 4	540-1 482 (500-1)		540-1¼ 482 (500-1¼)	540-1½ 482 (500-1½)
CIRCLING	540-1 468 (500-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)



NE-3, 23 SEP 2010 to 21 OCT 2010

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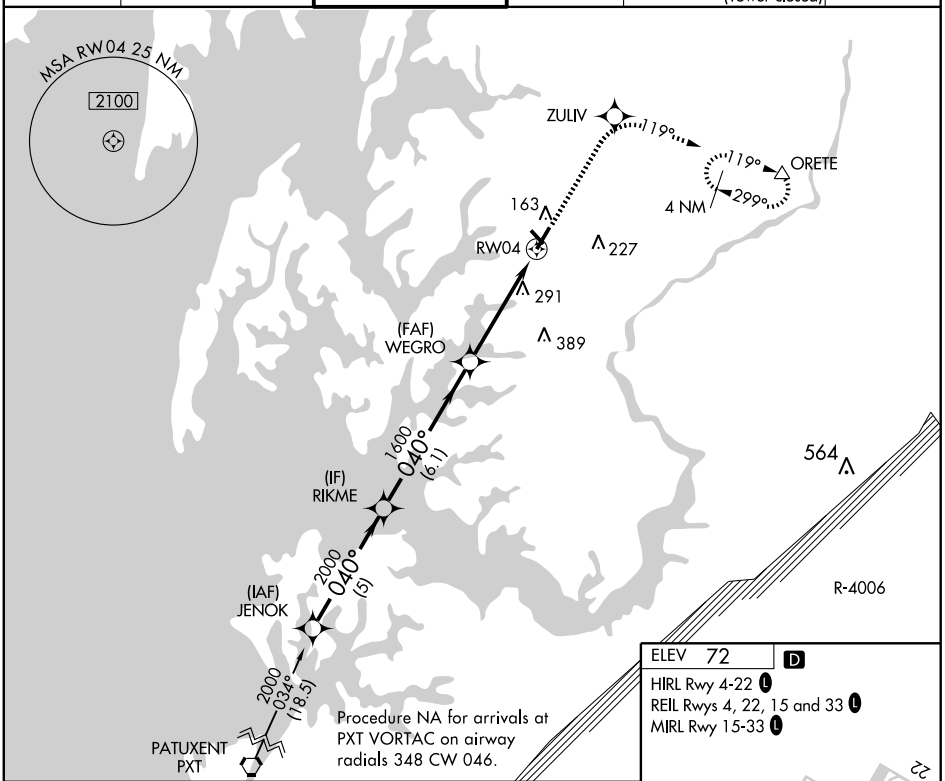
WAAS CH 86905 W04A	APP CRS 040°	Rwy ldg 4775 TDZE 58 Apt Elev 72

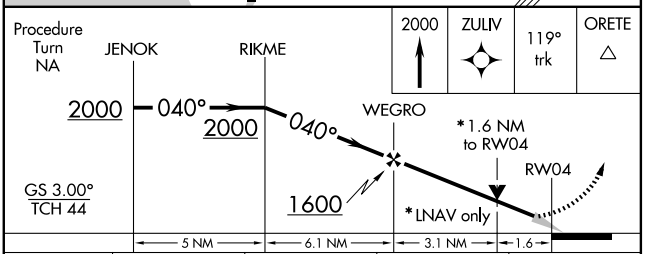
RNAV (GPS) RWY 4
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore Washington Intl Thurgood Marshall altimeter setting.

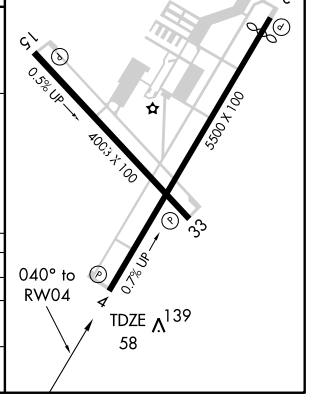
MISSED APPROACH: Climb to 2000 direct ZULIV and via 119° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	265-¾		207 (200-¾)	
LNAV MDA	600-1 542 (600-1)		600-1½ 542 (600-1½)	600-1¾ 542 (600-1¾)
CIRCLING	600-1 528 (600-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)



NE-3, 23 SEP 2010 to 21 OCT 2010

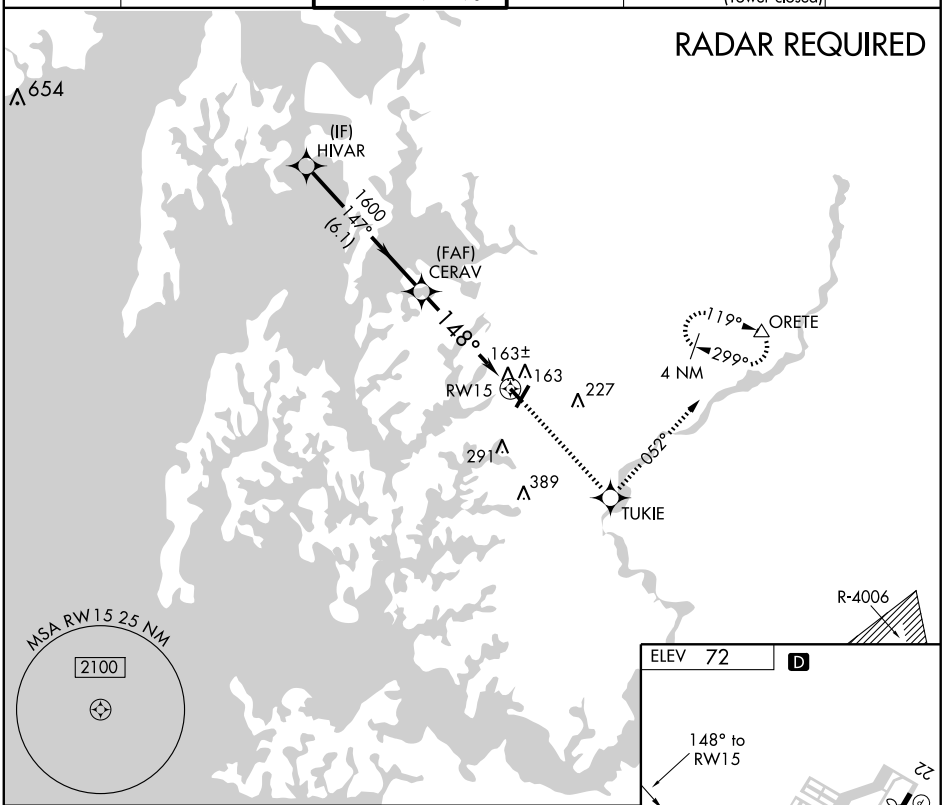
APP CRS	Rwy ldg	4003
148°	TDZE	47
	Apt Elev	72

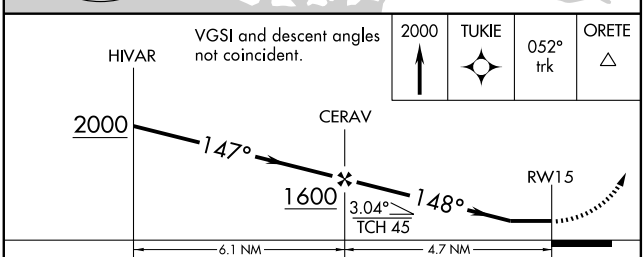
RNAV (GPS) RWY 15
EASTON/NEWNAM FIELD (ESN)

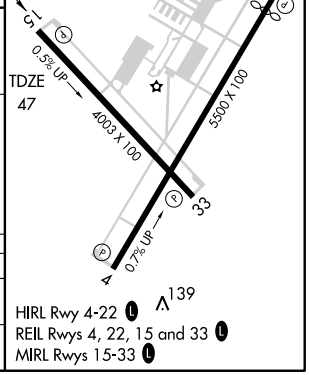
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 100 feet, LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TUKIE and via 052° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	420-1 373 (400-1)			420-1¼ 373 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

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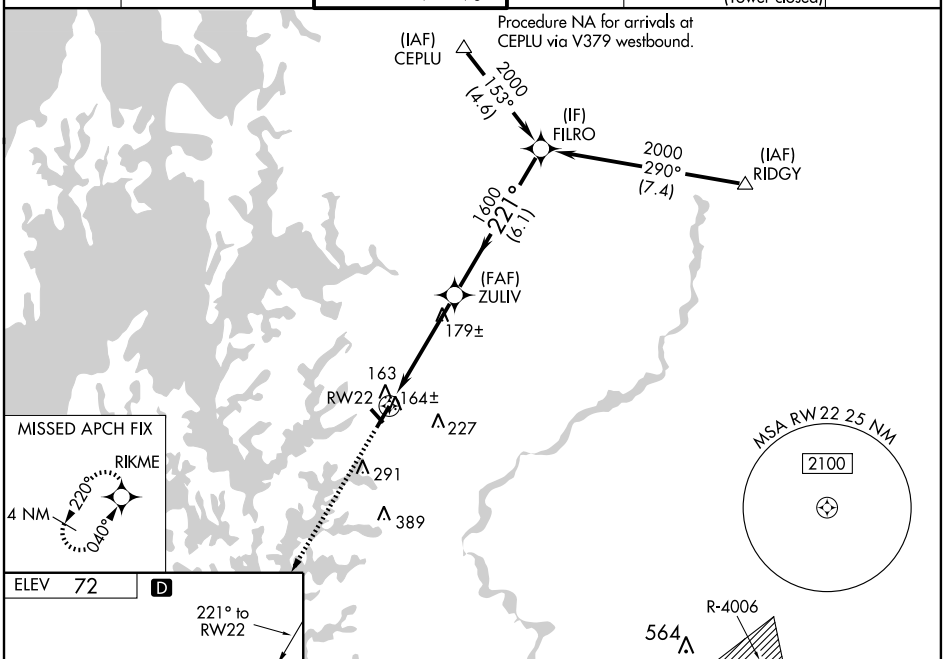
WAAS CH 40207 W22A	APP CRS 221°	Rwy ldg 5175 TDZE 72 Apt Elev 72

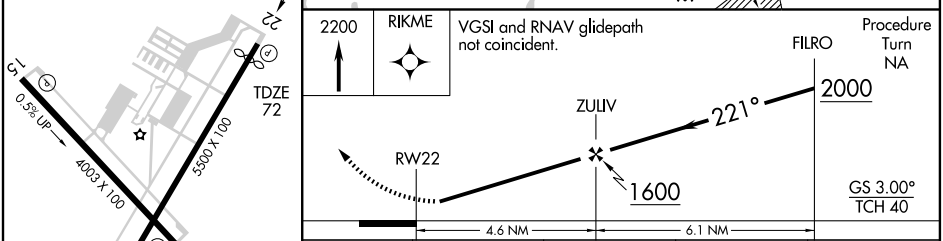
RNAV (GPS) RWY 22
EASTON/NEWNAM FIELD (ESN)

Baro-VNAV NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DA 93 feet, all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile and Circling Cats C visibility ½ mile and Cat D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwy15-33 L

CATEGORY	A	B	C	D
LPV DA	352-1 280 (300-1)			
LNAV/VNAV DA	434-1¼ 362 (400-1¼)			
LNAV MDA	440-1 368 (400-1)			440-1¼ 368 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

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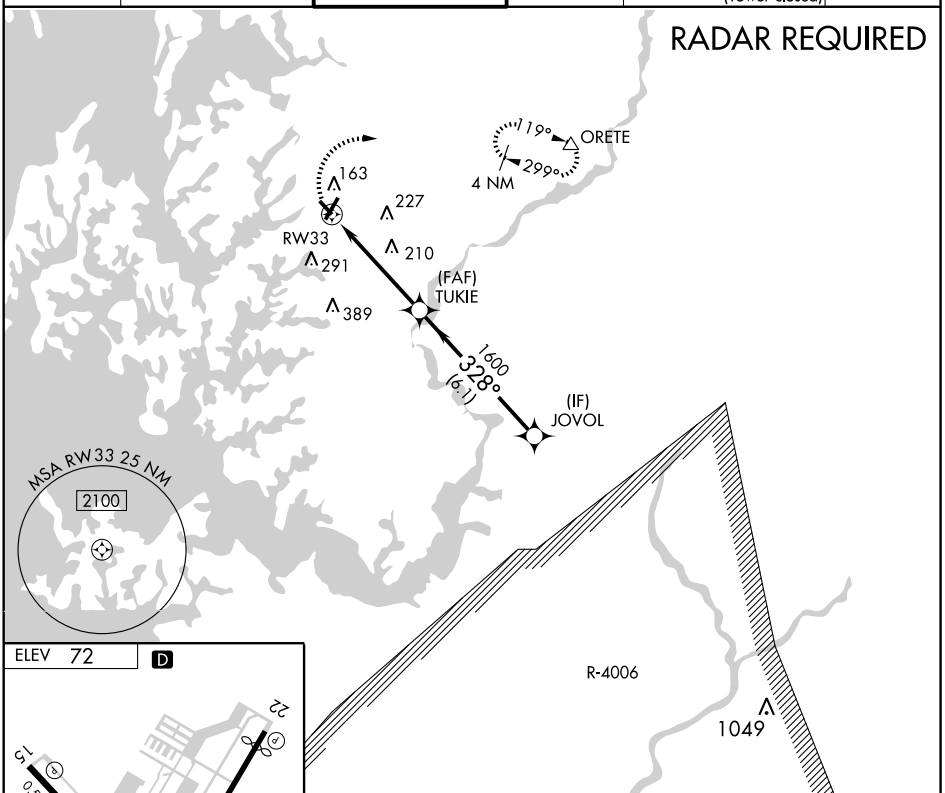
APP CRS	Rwy ldg	4003
328°	TDZE	51
	Apt Elev	72

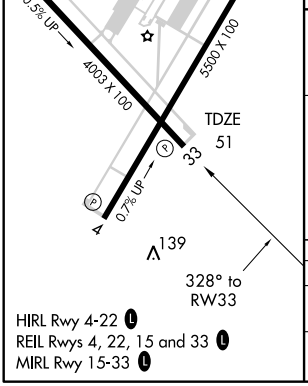
RNAV (GPS) RWY 33
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 100 feet, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

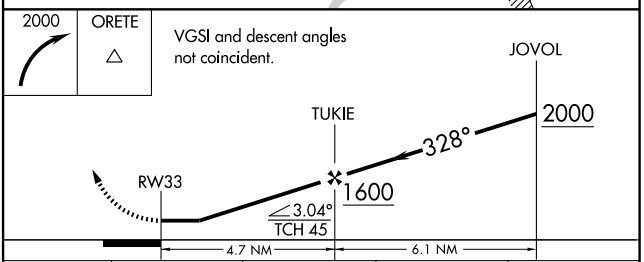
MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwy 15-33 L

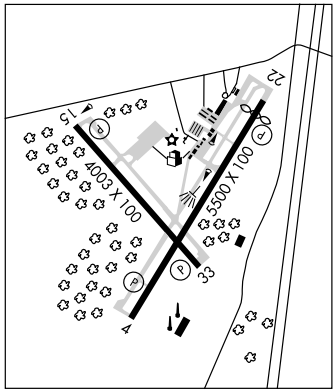


CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1¼ 469 (500-1¼)	520-1½ 469 (500-1½)
CIRCLING	520-1 448 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

EASTON/NEWNAM FLD (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
RWY 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE **IAP, AD**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Trees. Rgt tfc.
RWY 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
RWY 22: TORA–5500 TODA–5500 ASDA–5500 LDA–5175
AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.
WEATHER DATA SOURCES: AWOS–3 124.475 (410) 822–2817.
COMMUNICATIONS: CTAF 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
TOWER 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
AIRSPACE: CLASS D svc (1100–0300Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
ILS/DME 109.35 I–FGH Chan 30Y Rwy 04.

ELDERSBURG

HOBY WOLF (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
RWY 02–20: 2000X60 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
RWY 13–31: H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

ESSEX SKYPARK (See BALTIMORE)

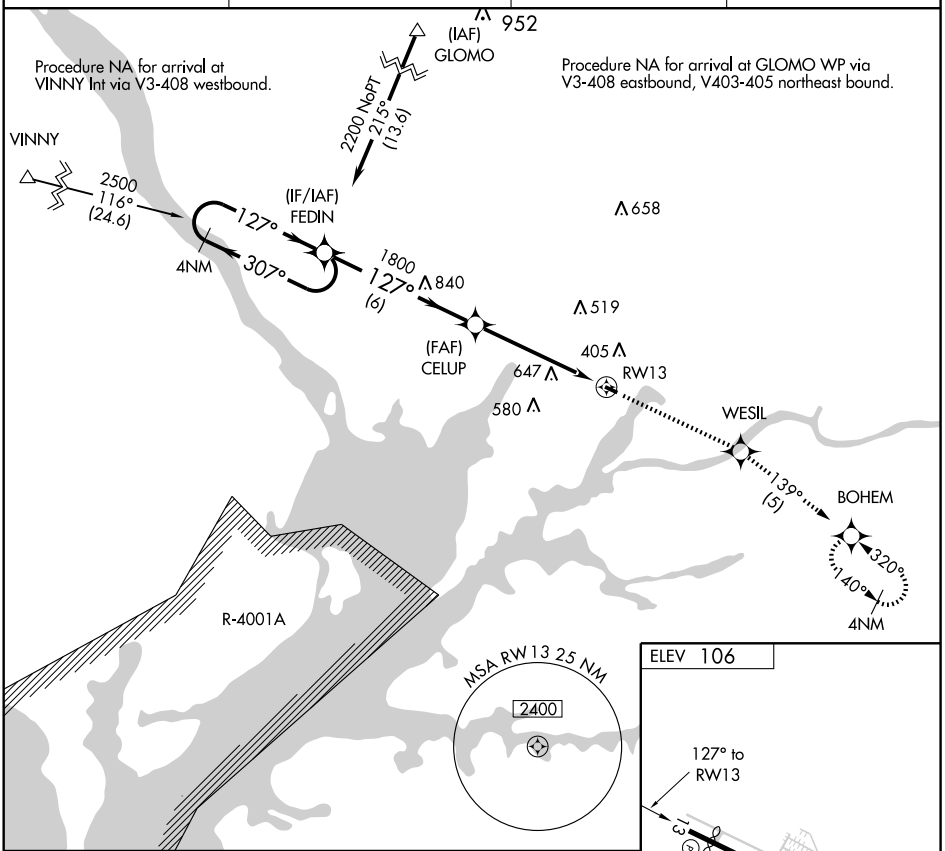
APP CRS	Rwy ldg	2699
127°	TDZE	106
	Apt Elev	106

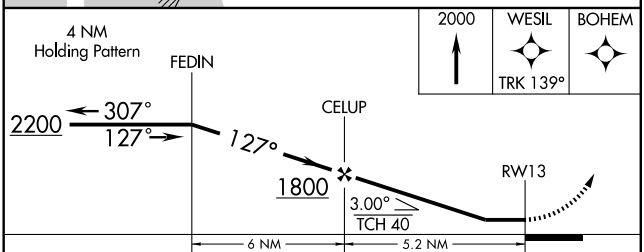
RNAV (GPS) RWY 13
ELKTON/CECIL COUNTY (58M)

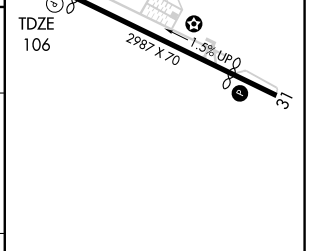
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle County, Wilmington, DE altimeter setting and increase all MDAs 20 feet.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WESIL WP and via 139° track to BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	980-1¼	874 (900-1¼)	NA	
CIRCLING	980-1¼	874 (900-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

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NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	2385
308°	TDZE	106
	Apt Elev	106

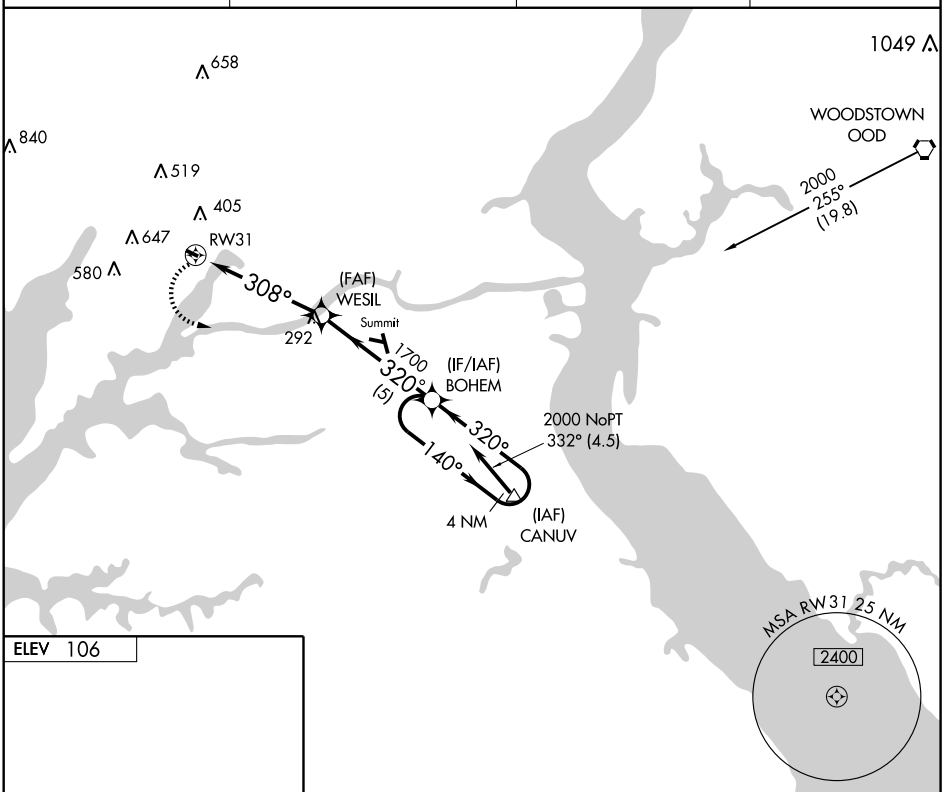
RNAV (GPS) RWY 31
ELKTON/ CECIL COUNTY (58M)

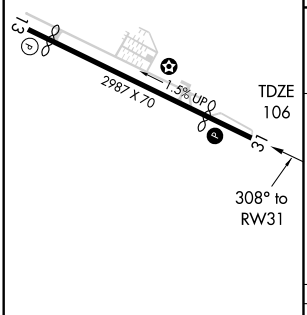
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet.
Circling NA at night.

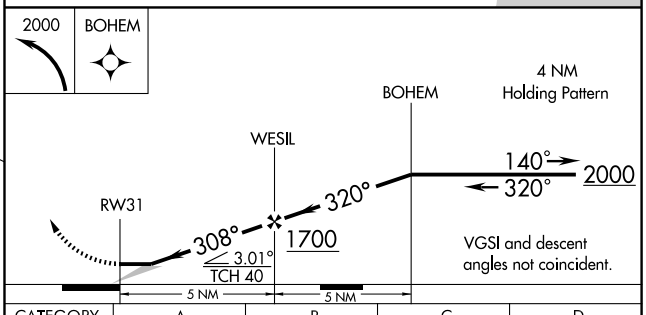
NA

MISSED APPROACH: Climbing left turn to 2000 direct BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	







REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
LNAV MDA	600-1	494 (500-1)	NA	
CIRCLING	820-1	714 (800-1)	NA	

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VORTAC ENO	APP CRS	Rwy ldg	2385
111.4	331°	TDZE	106
Chan 51		Apt Elev	106

VOR/DME RWY 31

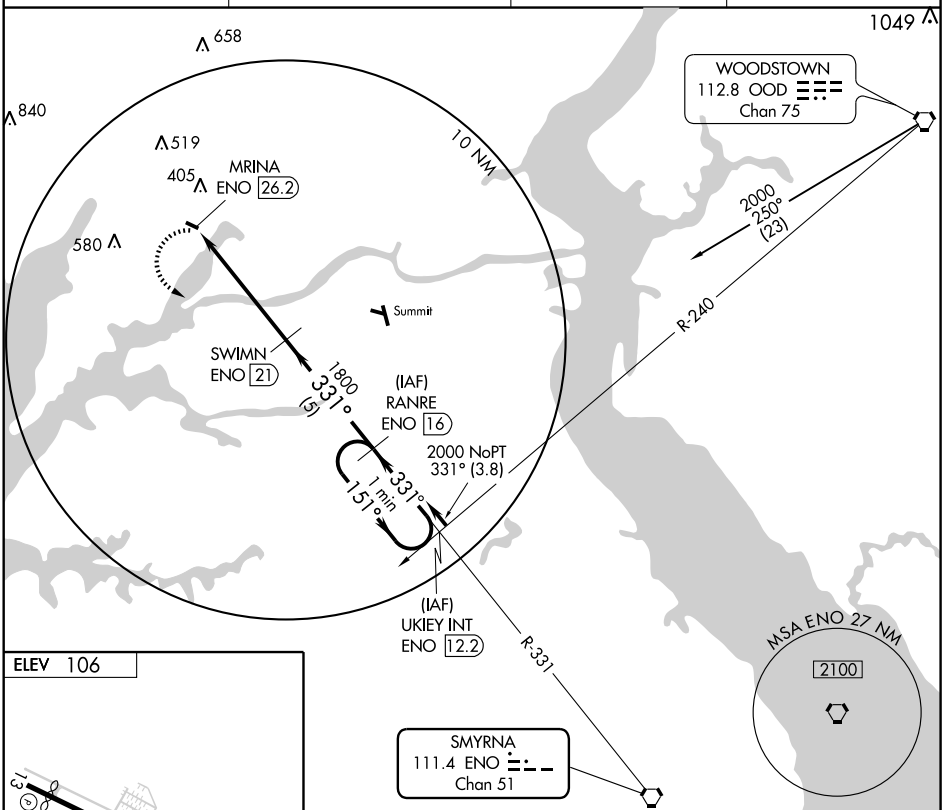
ELKTON/ CECIL COUNTY (58M)

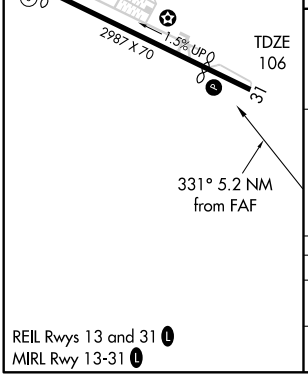
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet. Circling NA at night.

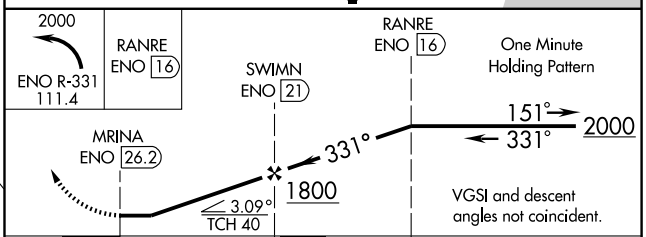
NA

MISSED APPROACH: Climbing left turn to 2000 via ENO R-331 to RANRE/ENO VORTAC 16 DME and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-31	720-1 614 (700-1)	720-1¼ 614 (700-1¼)	NA	
CIRCLING	820-1 714 (800-1)	820-1¼ 714 (800-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

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NE-3, 23 SEP 2010 to 21 OCT 2010

FALLSTON (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp.

RWY 10–28: H3000X75 (ASPH) MIRL 1.2% up E **L–29E, 34F, 36I, A IAP**

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

RWY 28: REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

RWY 05–23: H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

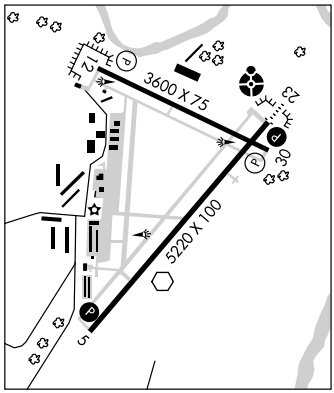
RWY 23: REIL. ODALS. PAPI(P4L).

RWY 12–30: H3600X75 (ASPH) MIRL 0.4% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

RWY 30: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W.

HIWAS.

(T) VOR 109.0 FDK N39°24.73′ W77°22.51′ at fld.

ILS 110.3 I–FDK Rwy 23.

FREEWAY (See MITCHELLVILLE)

APP CRS	Rwy ldg	3000
114°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 10

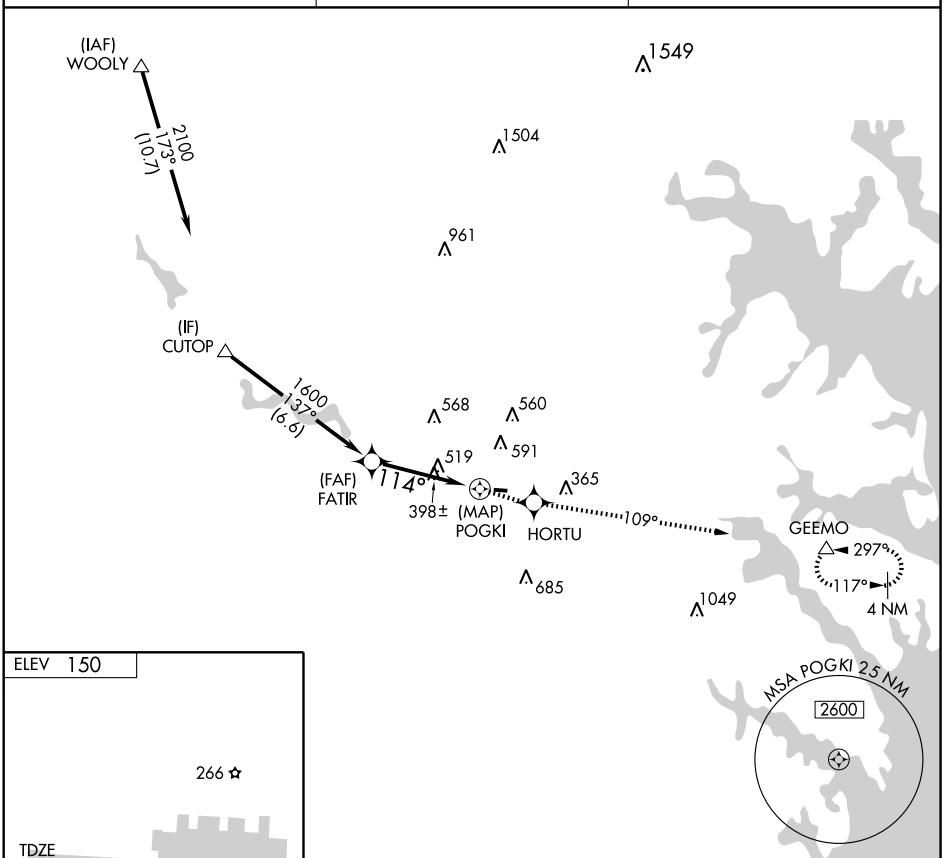
FORT MEADE(ODENTON)/ TIPTON (FME)

NA

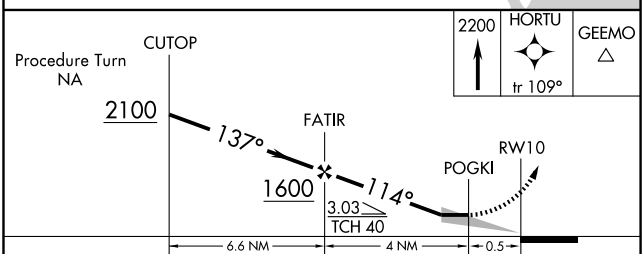
DME/DME RNP-0.3 NA.
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2200 direct HORTU and via 109° track to GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L



REIL Rwys 10 and 28
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 650 (700-1)		NA	
CIRCLING	840-1 690 (700-1)		NA	

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

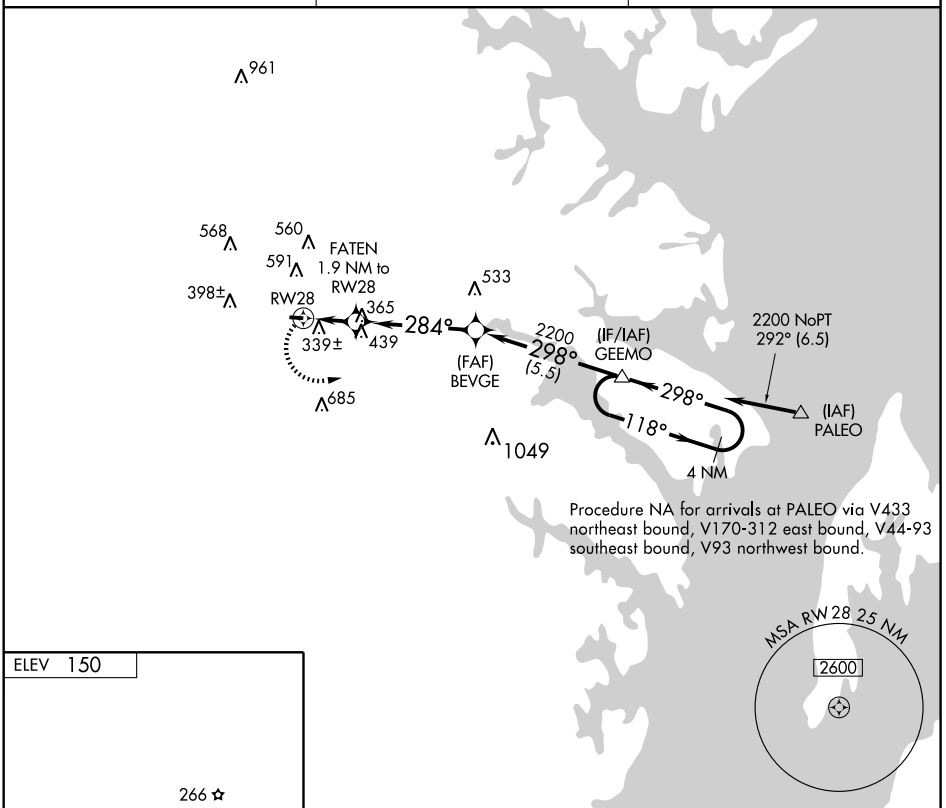
APP CRS	Rwy ldg	3000
284°	TDZE	150
	Apt Elev	150

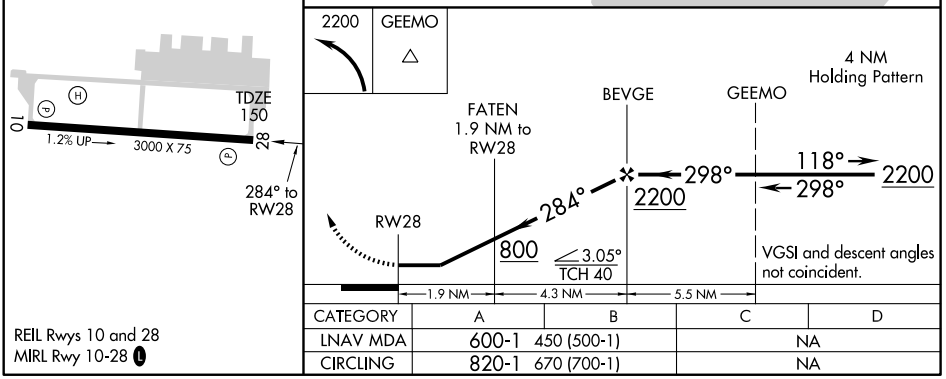
RNAV (GPS) RWY 28
FORT MEADE (ODENTON)/ TIPTON (FME)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L





REIL Rwys 10 and 28
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
LNAV MDA	600-1 450 (500-1)		NA	
CIRCLING	820-1 670 (700-1)		NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC BAL	APP CRS	Rwy ldg	3000
115.1	233°	TDZE	N/A
Chan 98		Apt Elev	150

VOR-A

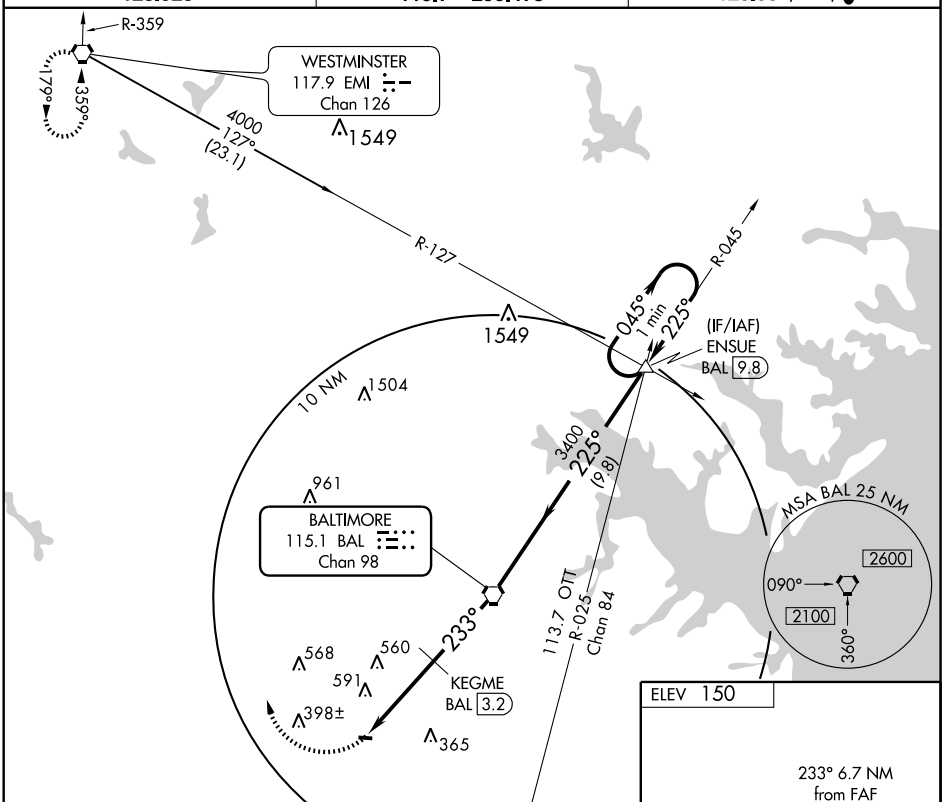
FORT MEADE(ODENTON)/ TIPTON (FME)

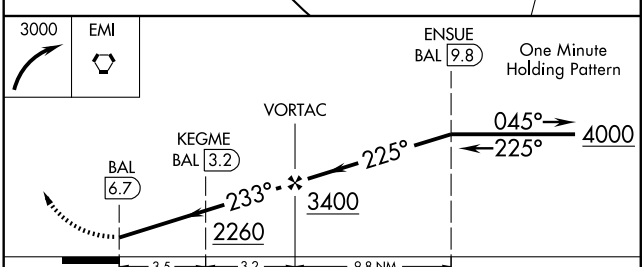
T NA

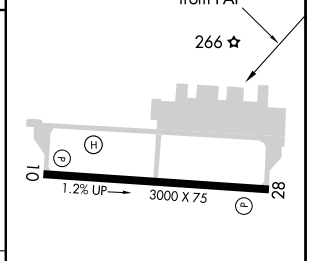
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







REIL Rwys 10 and 28
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 2110 (2200-1¼)	2260-1½ 2110 (2200-1½)	NA	

KEGME FIX MINIMUMS

CIRCLING	920-1 770 (800-1)	920-1¼ 770 (800-1¼)	NA	

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

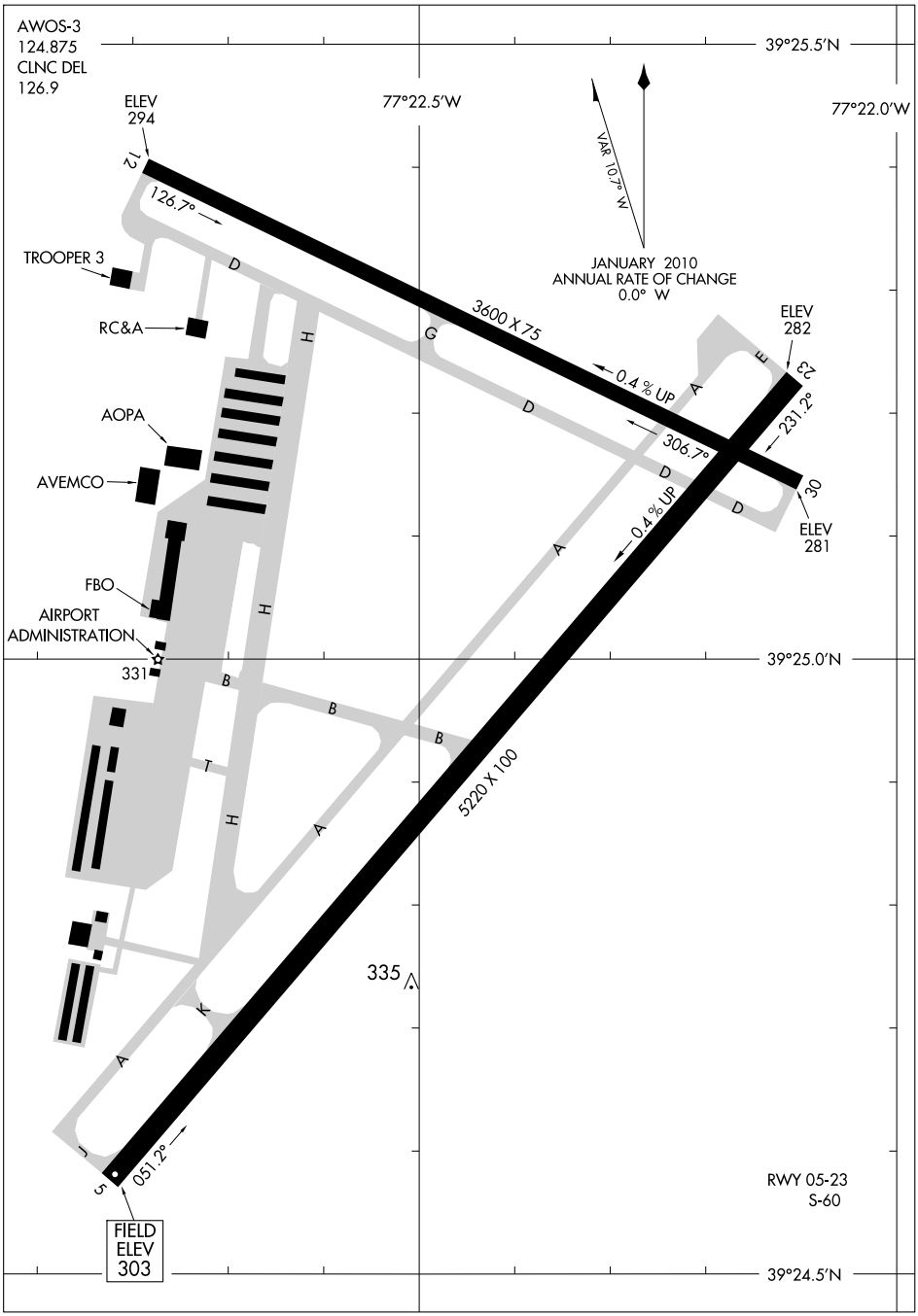
NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5089 (FAA)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FREDERICK, MARYLAND
FREDERICK MUNI (FDK)

10210

FALLSTON (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp.

RWY 10–28: H3000X75 (ASPH) MIRL 1.2% up E **L–29E, 34F, 36I, A IAP**

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

RWY 28: REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

RWY 05–23: H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

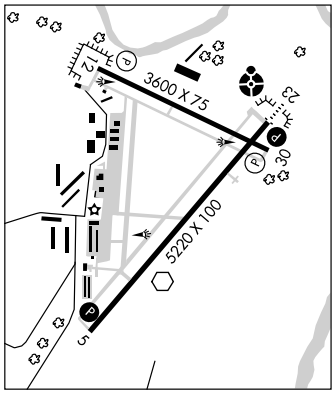
RWY 23: REIL. ODALS. PAPI(P4L).

RWY 12–30: H3600X75 (ASPH) MIRL 0.4% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

RWY 30: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W.

HIWAS.

(T) VOR 109.0 FDK N39°24.73′ W77°22.51′ at fld.

ILS 110.3 I–FDK Rwy 23.

FREEWAY (See MITCHELLVILLE)

LOC I-FDK 110.3	APP CRS 228°	Rwy ldg 5220 TDZE 296 Apt Elev 303

ILS or LOC RWY 23

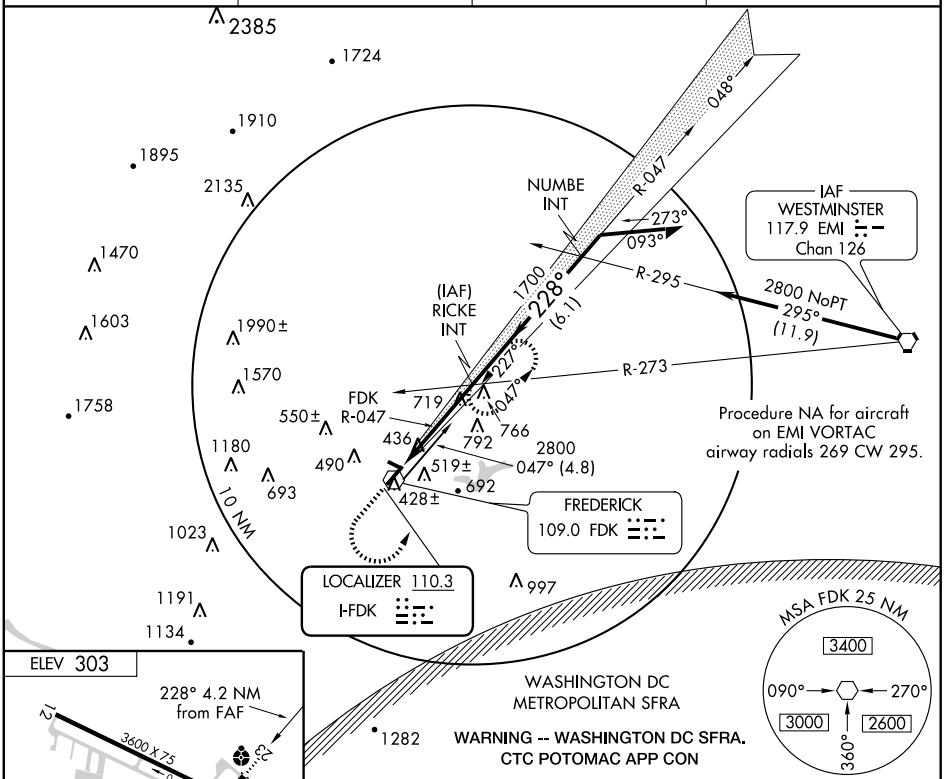
FREDERICK MUNI (FDK)

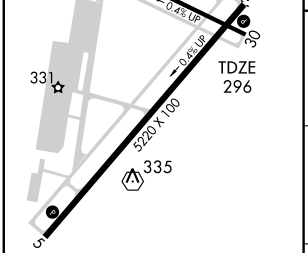
T NA — Inoperative table does not apply to S-LOC Cat C. When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climb to 1300, then climbing left turn to 2800 via FDK R-047 to RICKE INT and hold.

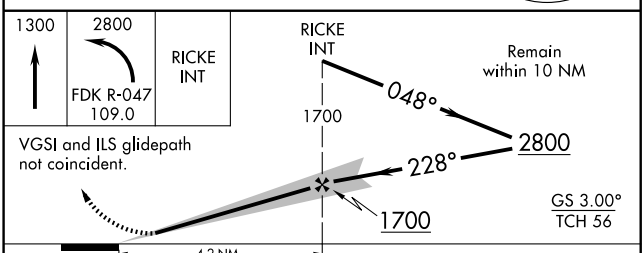
AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.875	125.525 291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 23	684-1½ 388 (400-1½)			
S-LOC 23	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-1½ 717 (800-1½)		1020-2 717 (800-2)	1080-2½ 777 (800-2½)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5220
048°	TDZE	303
	Apt Elev	303

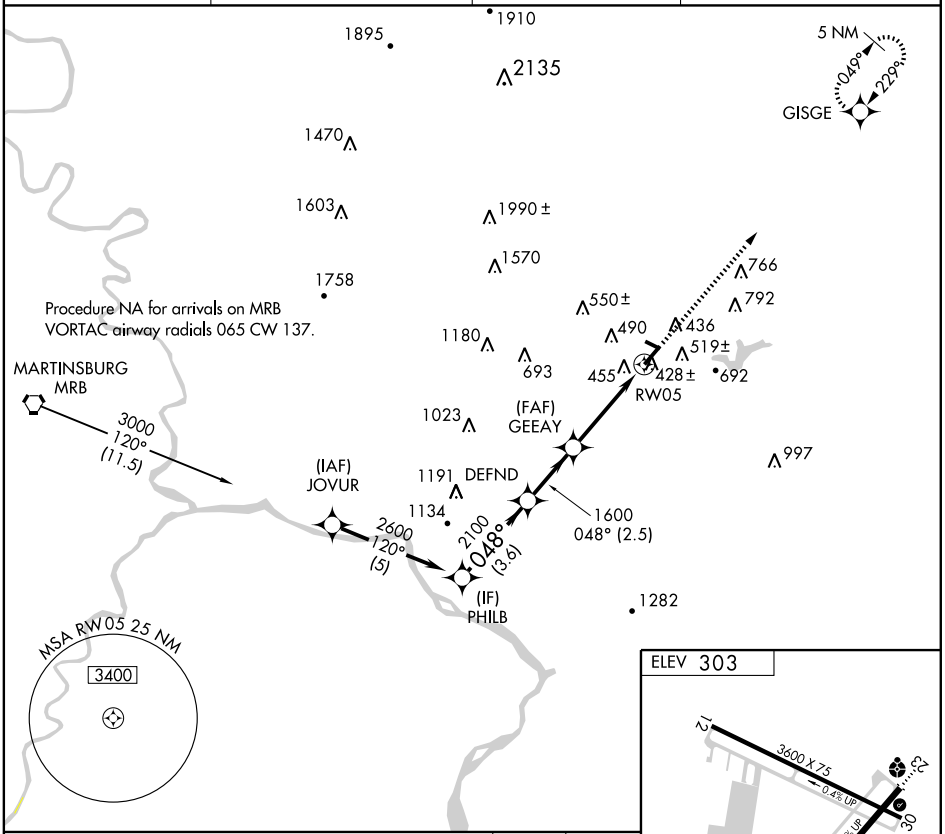
RNAV (GPS) RWY 5

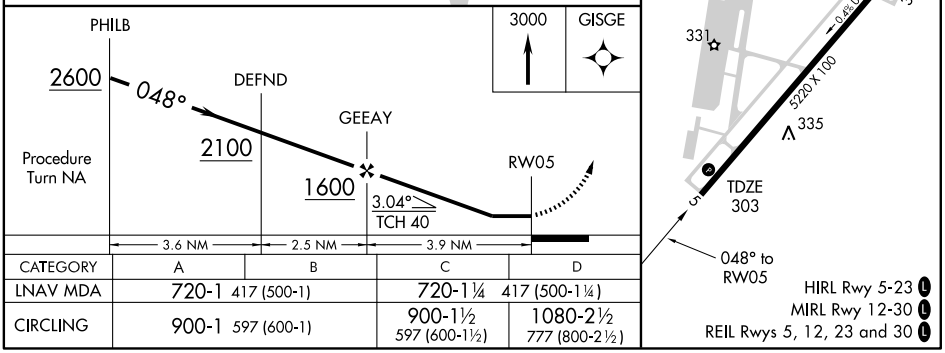
FREDERICK MUNI (FDK)

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Leesburg altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct GISGE and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 417 (500-1)		720-1¼ 417 (500-1¼)	
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)

HIRL Rwy 5-23 L
MIRL Rwy 12-30 L
REIL Rwys 5, 12, 23 and 30 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5220
229°	TDZE	296
	Apt Elev	303

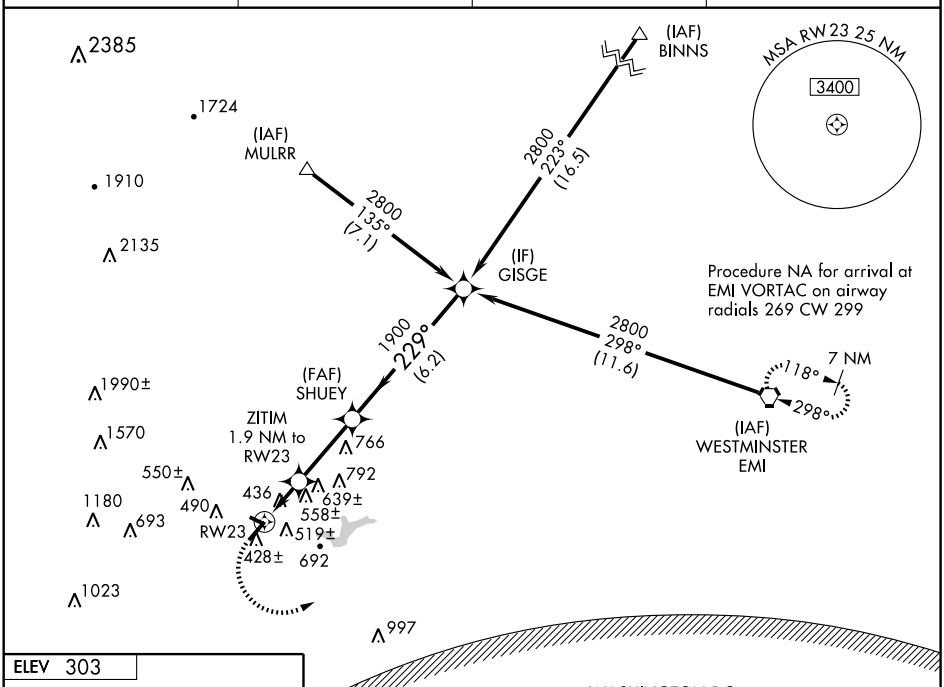
RNAV (GPS) Y RWY 23
FREDERICK MUNI (FDK)

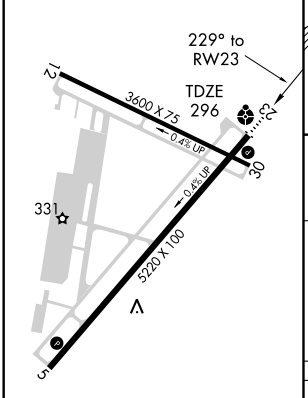
DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
When VGSI inop, circling to Rwy 5 and Rwy 30 NA at night.

ODALS

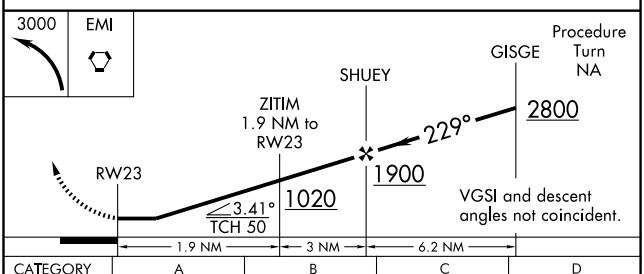
MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 81802 W23A	APP CRS 229°	Rwy ldg 5220 TDZE 296 Apt Elev 303

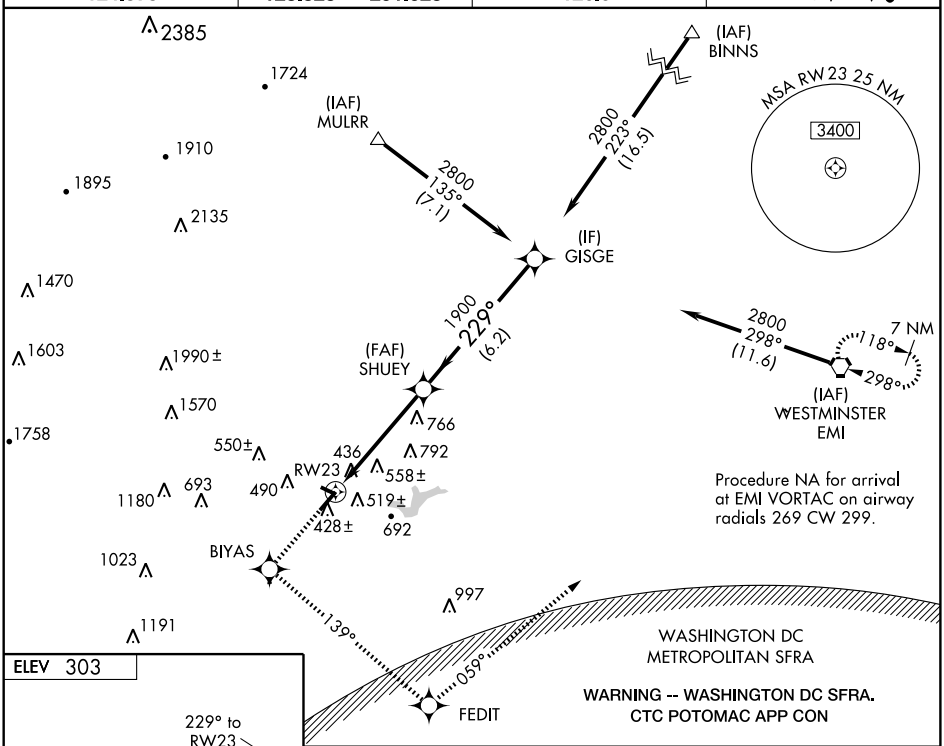
RNAV (GPS) Z RWY 23
FREDERICK MUNI (FDK)

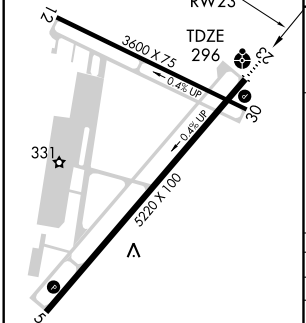
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

ODALS

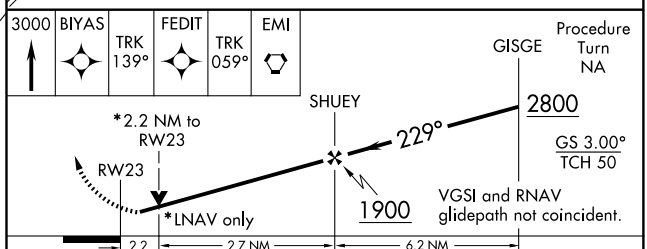
MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-2½ 717 (800-2½)			1080-2½ 777 (800-2½)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

VOR FDK 109.0	APP CRS 220°	Rwy ldg N/A TDZE N/A Apt Elev 303

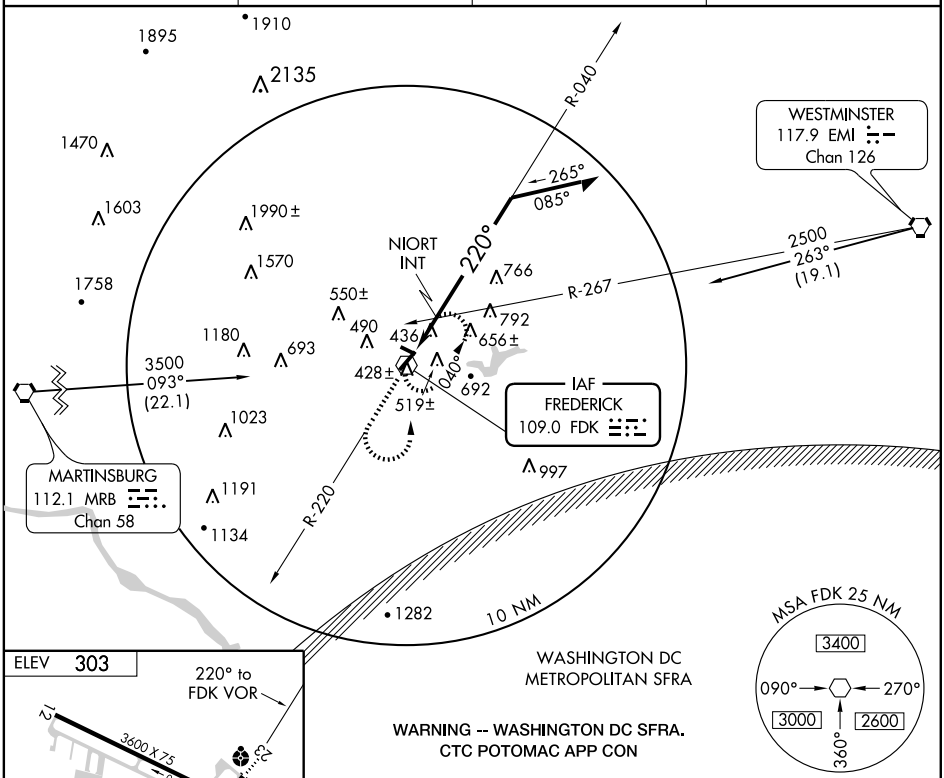
VOR-A
FREDERICK MUNI (FDK)

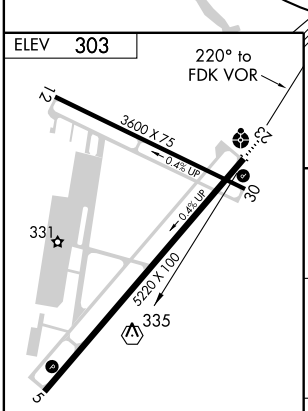
T

NA

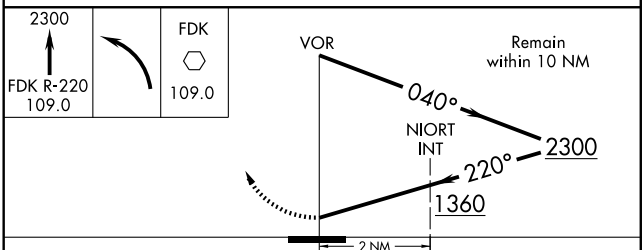
MISSED APPROACH: Climb to 2300 via FDK R-220 then left turn direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

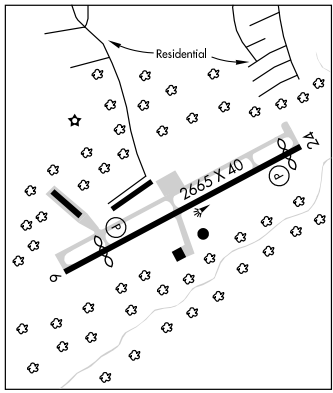


CATEGORY	A	B	C	D
CIRCLING	1360-1¼ 1057 (1100-1¼)	1360-1½ 1057 (1100-1½)	1360-3 1057 (1100-3)	
NIORT INT MINIMUMS				
CIRCLING	920-1 617 (700-1)		920-1¾ 617 (700-1¾)	1080-2½ 777 (800-2½)

NE-3, 23 SEP 2010 to 21 OCT 2010

FRIENDLY

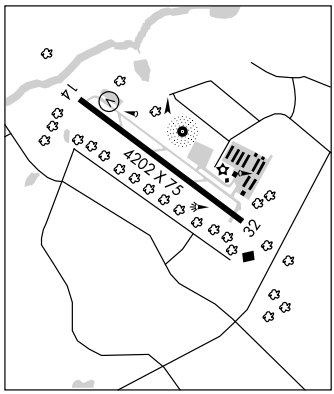
POTOMAC AIRFIELD (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 06–24: H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/AUNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.



GAITHERSBURG N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON L–29E, 34F, 36I, A
NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM.

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE — IAP
RWY 14: REIL. VASI(V4L). Trees.
RWY 32: REIL. Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
FREDERICK (T) VOR 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
GAITHERSBURG NDB (MHW) 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.



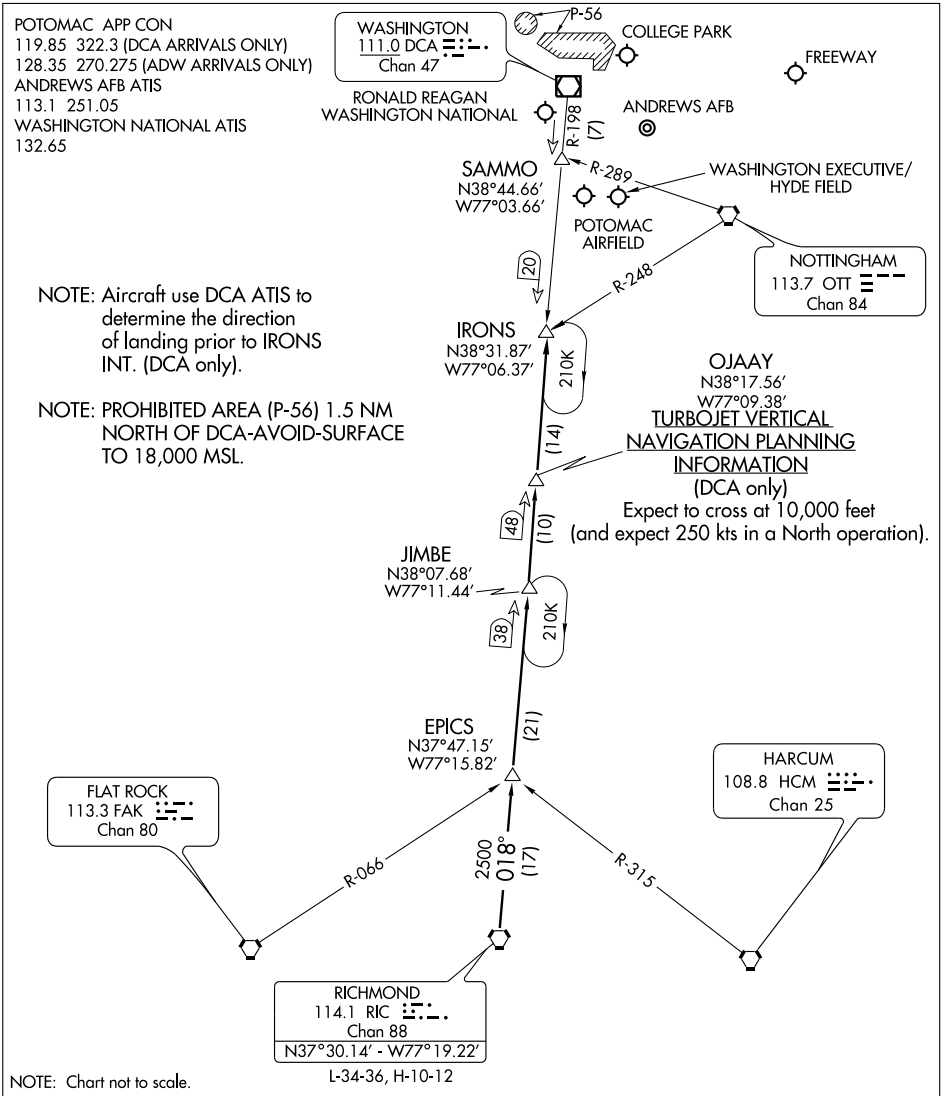
GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI L–29D
(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W.
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
RCO 121.1R 112.3T (ELKINS RADIO)

GREATER CUMBERLAND RGNL (See CUMBERLAND)

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

NE-3, 23 SEP 2010 to 21 OCT 2010

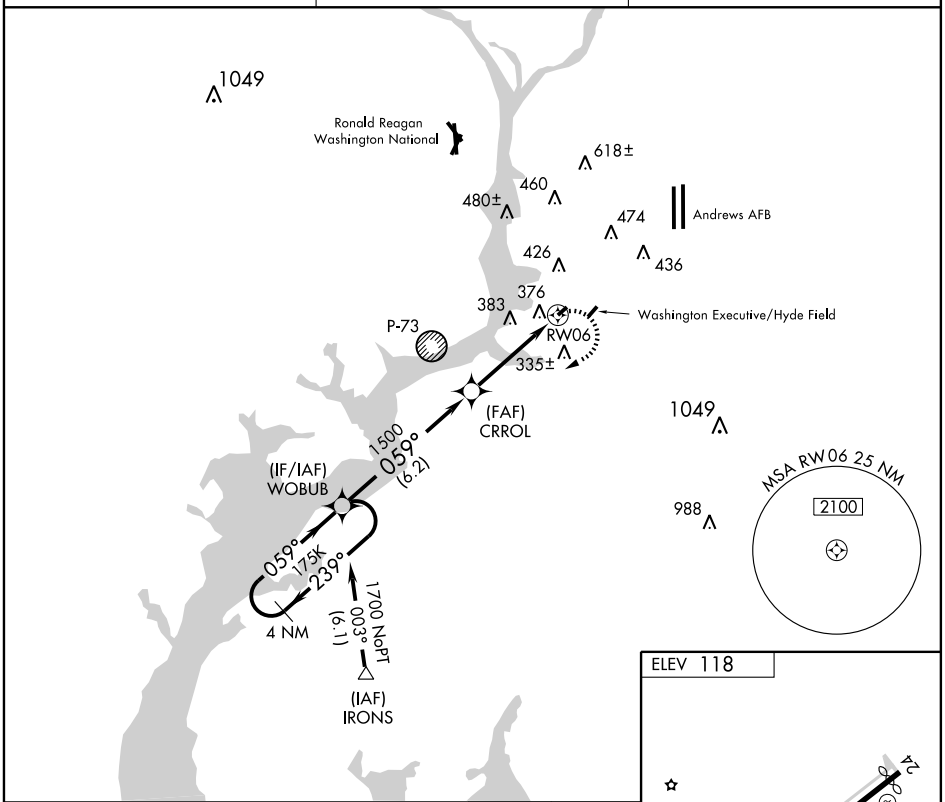
APP CRS	Rwy ldg	2289
059°	TDZE	118
	Apt Elev	118

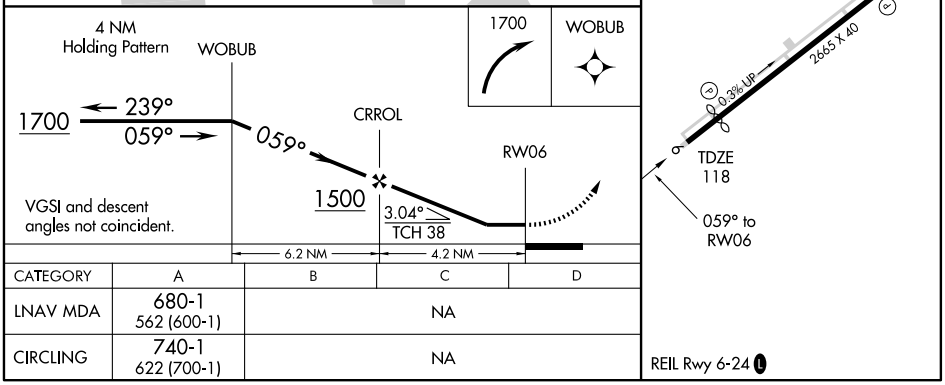
RNAV (GPS) RWY 6

FRIENDLY / POTOMAC AIRFIELD (VKX)

NA	Circling NA SE of Rwys 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

AWOS-A	POTOMAC APP CON	UNICOM
122.8	125.650 348.725	122.8 (CTAF) L



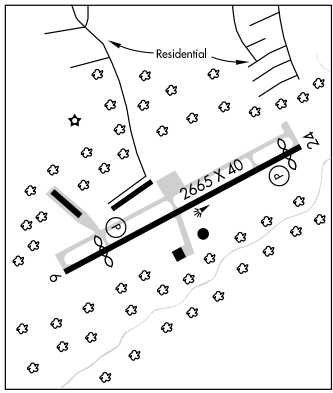


CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

FRIENDLY

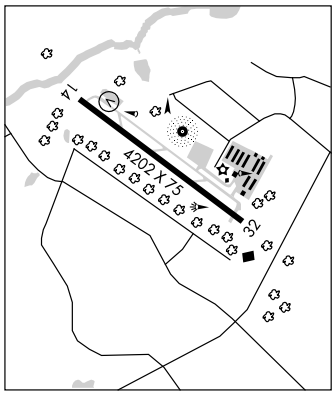
POTOMAC AIRFIELD (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 06–24: H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/AUNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.



GAITHERSBURG N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON L–29E, 34F, 36I, A
NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM.

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE — IAP
RWY 14: REIL. VASI(V4L). Trees.
RWY 32: REIL. Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
FREDERICK (T) VOR 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
GAITHERSBURG NDB (MHW) 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.



GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI L–29D
(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W.
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
RCO 121.1R 112.3T (ELKINS RADIO)

GREATER CUMBERLAND RGNL (See CUMBERLAND)

NDB GAI	APP CRS	Rwy ldg 4202
385	134°	TDZE 520
		Apt Elev 539

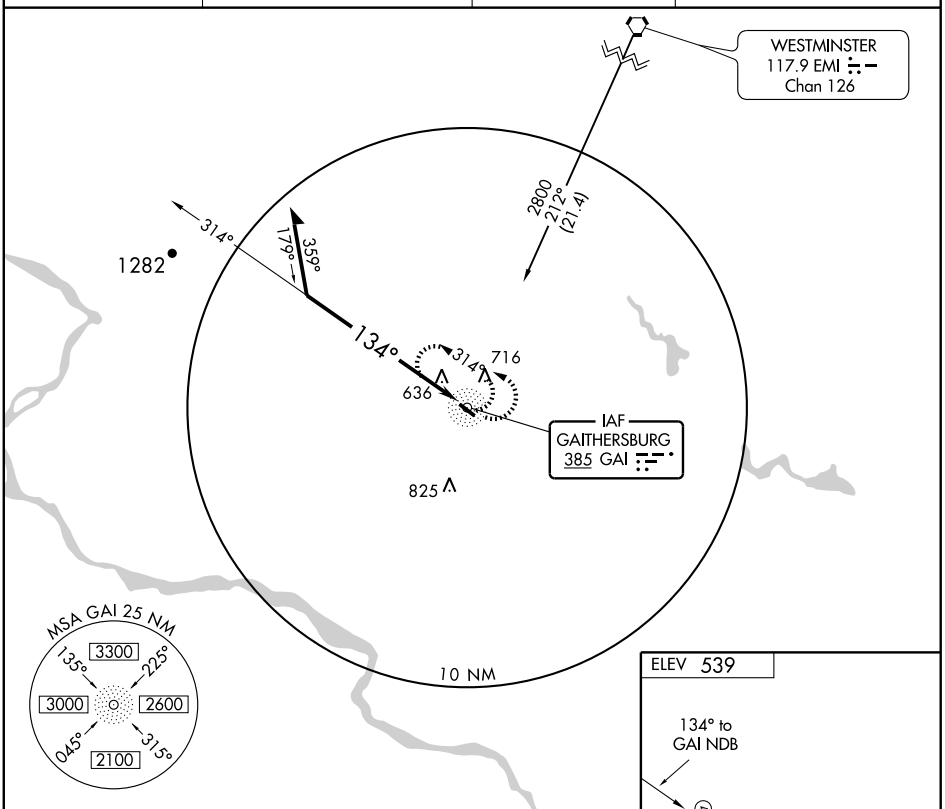
NDB RWY 14

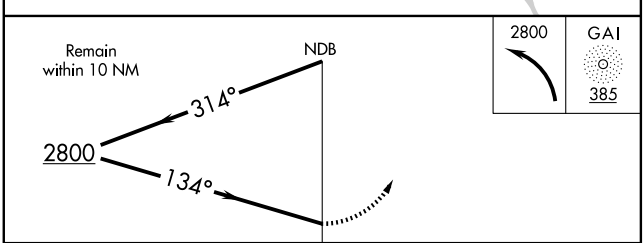
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

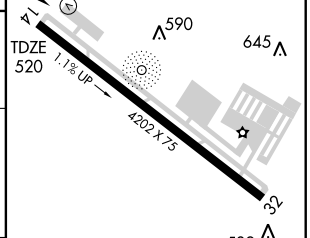
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2800 in GAI NDB holding pattern.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	1380-1 860 (900-1)	1380-1¼ 860 (900-1¼)	1380-2½ 860 (900-2½)	1380-2¾ 860 (900-2¾)
CIRCLING	1380-1 841 (900-1)	1380-1¼ 841 (900-1¼)	1380-2½ 841 (900-2½)	1380-2¾ 841 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 77502 W14A	APP CRS 136°	Rwy ldg 4202 TDZE 520 Apt Elev 539

RNAV (GPS) RWY 14

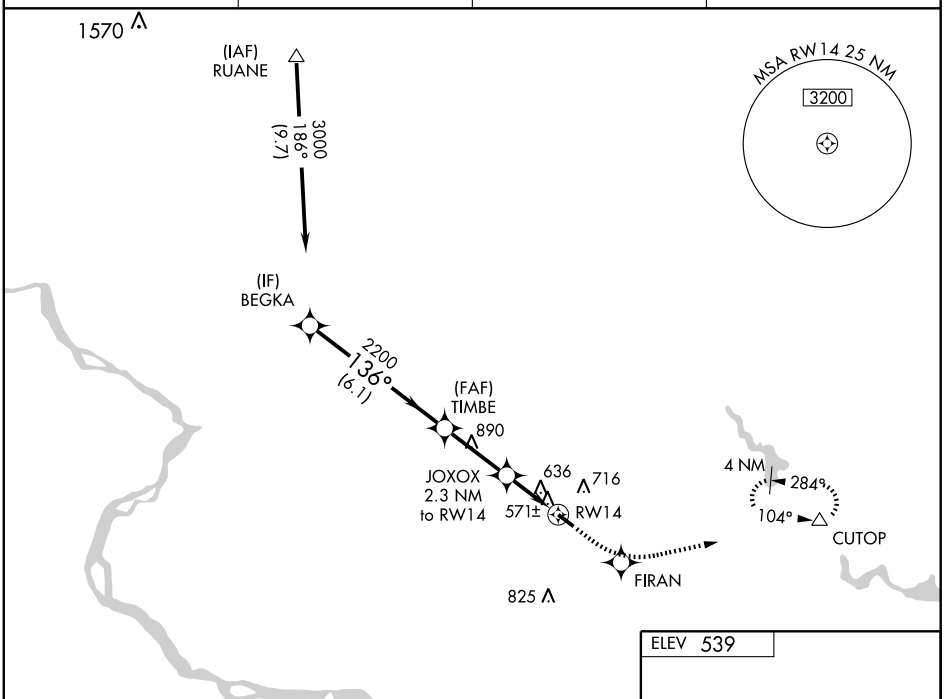
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

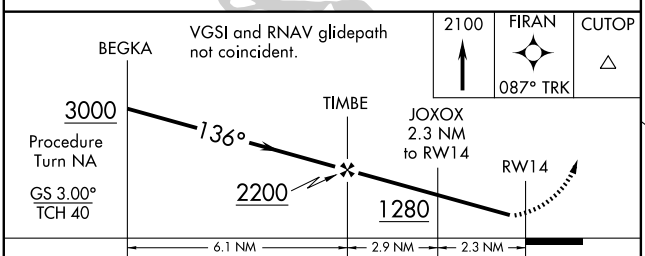
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. Circling to Rwy 32 NA at night.

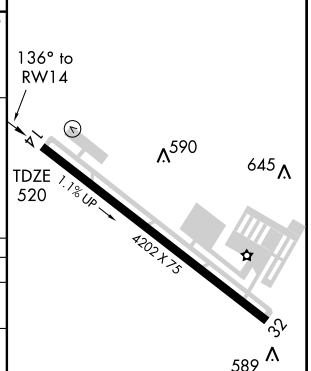
NA

MISSED APPROACH: Climb to 2100 direct FIRAN and via 087° track to CUTOP and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/ VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1¼ 460 (500-1¼)	980-1½ 460 (500-1½)
CIRCLING	1020-1½ 481 (500-1½)			1100-2 561 (600-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR FDK	APP CRS	Rwy ldg 4202
109.0	155°	TDZE 523
		Apt Elev 538

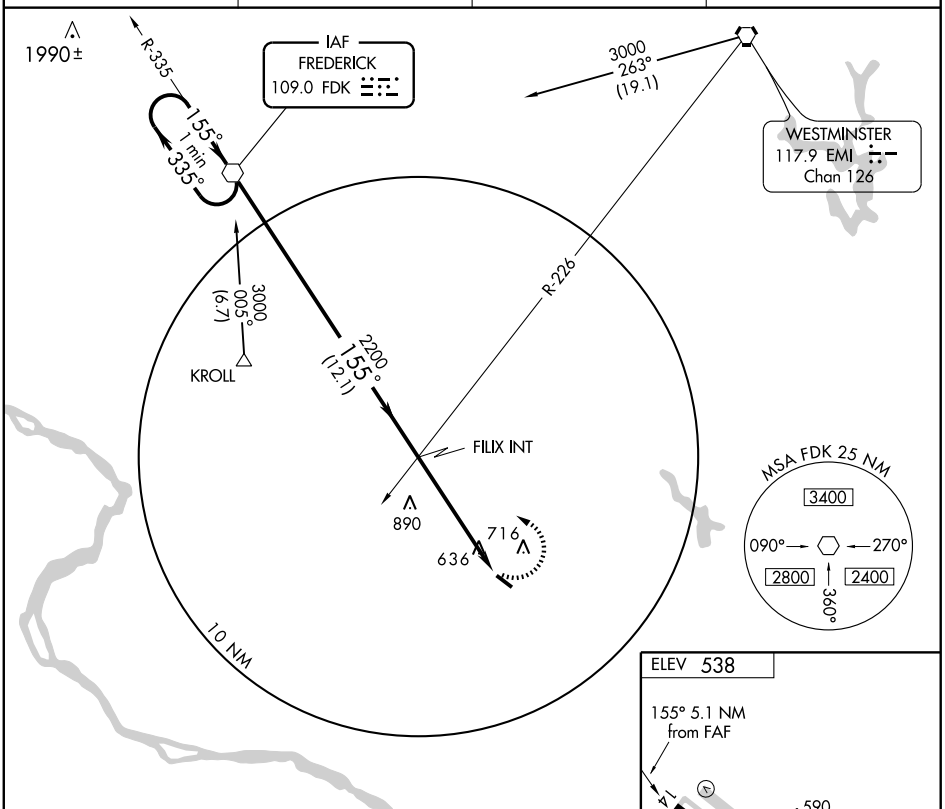
VOR RWY 14

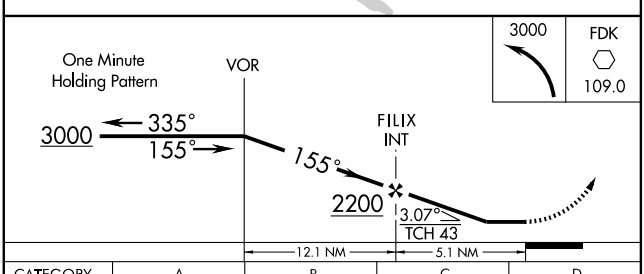
GAITHERSBURG/ MONTGOMERY COUNTY AIRPORT (GAI)

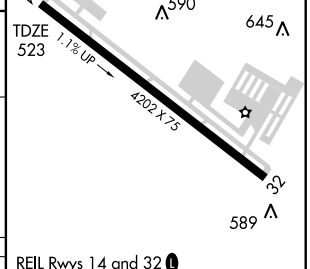
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.
NA

MISSED APPROACH: Climbing left turn to 3000 direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







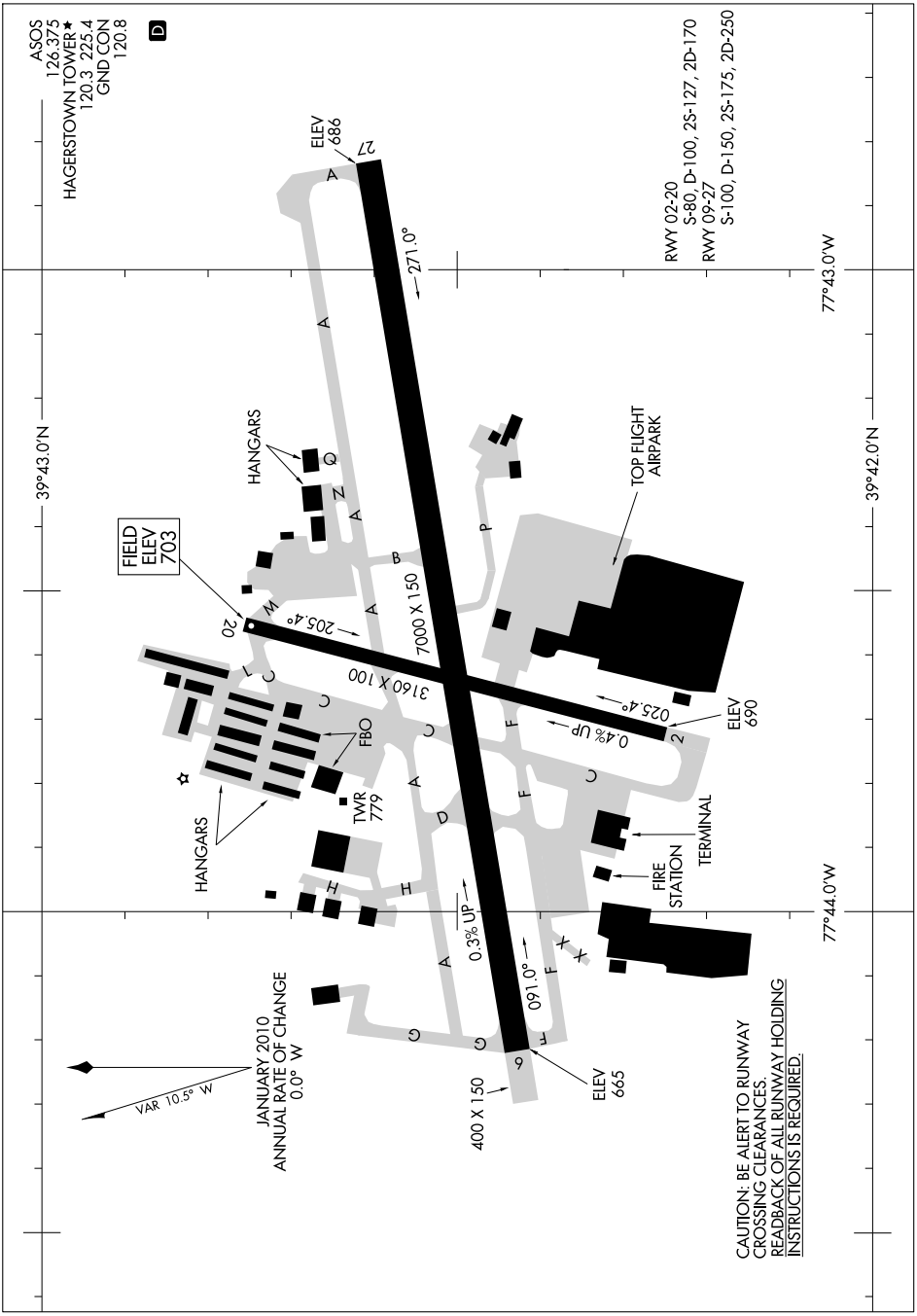
REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	1200-1 677 (700-1)		1200-2 677 (700-2)	1200-2 ¼ 677 (700-2 ¼)
CIRCLING	1200-1 662 (700-1)		1200-2 662 (700-2)	1200-2 ¼ 662 (700-2 ¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 23 SEP 2010 to 21 OCT 2010

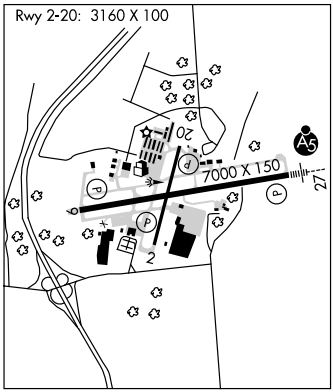
NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

HAGERSTOWN RGNL–RICHARD A HENSON FLD (HGR) 4 N UTC−5(−4DT) **WASHINGTON**
N39°42.51′ W77°43.59′ **H–10H, 12I, L–29D, A**
703 B S4 **FUEL** 100LL, JET A, JET A2 OX 1, 2, 3, 4 Class I, ARFF Index B **IAP, AD**
NOTAM FILE HGR



RWY 09–27: H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 HIRL 0.3% up E
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 02–20: H3160X100 (ASPH) S–80, D–100, 2S–127, 2D–170 MIRL 0.4% up N
RWY 02: REIL. PAPI(P2L)—GA 4.0° TCH 51′.
RWY 20: REIL. PAPI(P2L)—GA 4.0° TCH 33′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3160	TODA–3160	ASDA–3160	LDA–3160
RWY 09:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 20:	TORA–3160	TODA–3160	ASDA–3160	LDA–3160
RWY 27:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000

AIRPORT REMARKS: Attended 1000–0300Z‡. Fuel available 1000–0300Z‡; call 301–791–9119. DOD contract fuel avbl. Birds on and invof arpt. Low level military acft 10 NM north on VR708 opr east to west. Ultralgt activity 12 NM east to 5000′ MSL. Rwy 02–20 CLOSED when tower clsd. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 240–313–2777. Index C coverage is provided for scheduled air carrier ops with more than 30 passenger seats. Twys Lima, and Papa are not available for air carrier ops. When twr clsd ACTIVATE MIRL Rwy 02–20, HIRL Rwy 09–27, MALSR Rwy 27, REIL Rwy 02, Rwy 09, Rwy 20—CTAF. HIRL Rwy 09–27 preset low ints dusk–dawn. Ldg fee.
WEATHER DATA SOURCES: ASOS 126.375 (301) 745–3497.
COMMUNICATIONS: CTAF 120.3 **UNICOM** 122.95
HAGERSTOWN RCO 122.1R 109.8T (LEESBURG RADIO)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15
HAGERSTOWN TOWER 120.3 1200–0300Z‡. **GND CON** 120.8
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 149° 17.0 NM to fld. 2340/07W.
HAGERSTOWN (L) VOR 109.8 HGR N39°41.86′ W77°51.34′ 091° 6.0 NM to fld. NOTAM FILE HGR.
VOR unusable:
251°–280° byd 16 NM 351°–050°
281°–300° byd 24 NM blo 8000′
ILS/DME 111.9 I–HGR Chan 56 Rwy 27. Class IE.
ILS/DME 111.9 I–UYK Chan 56 Rwy 09. ILS unavbl when twr clsd.

HARFORD CO (See CHURCHVILLE)

HAVRE DE GRACE SPB (MØ6) 1 E UTC−5(−4DT) N39°32.49′ W76°04.18′ **WASHINGTON**
00 S1 NOTAM FILE DCA
WATERWAY N–S: 8000X200 (WATER)
WATERWAY S: Bridges.
WATERWAY E–W: 8000X200 (WATER)
WATERWAY E: Bridges.
SEAPLANE REMARKS: Attended May–Nov dawn–dusk. Birds on and invof arpt. Major ultralgt repairs and svcs. May–Nov floating dock fully extended for local and transient afct storage.
COMMUNICATIONS: CTAF/UNICOM 123.00

HOBY WOLF (See ELDERSBURG)

LOC/DME I-UYK	APP CRS	Rwy ldg	7000
111.9	089°	TDZE	695
Chan 56		Apt Elev	703

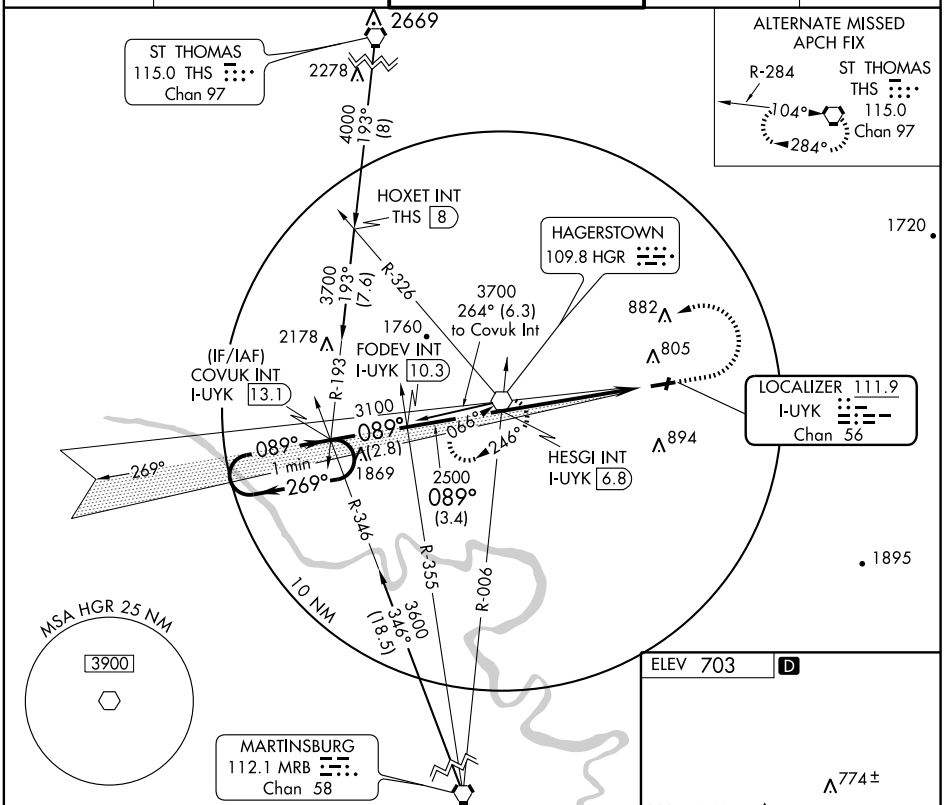
ILS or LOC RWY 9

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

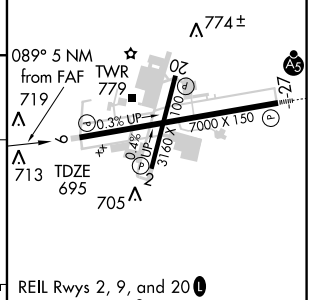
If local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 966, increase all MDAs 80 feet.

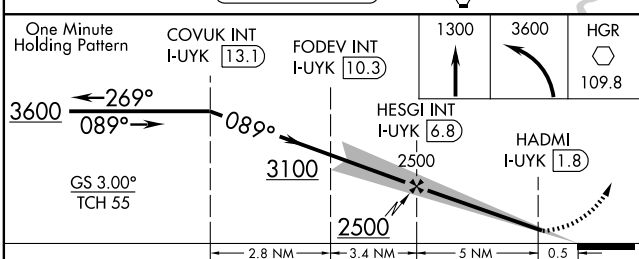
MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95



ELEV 703 D





REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	980-1 285 (300-1)			
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-HGR	APP CRS	Rwy ldg 7000
111.9	269°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

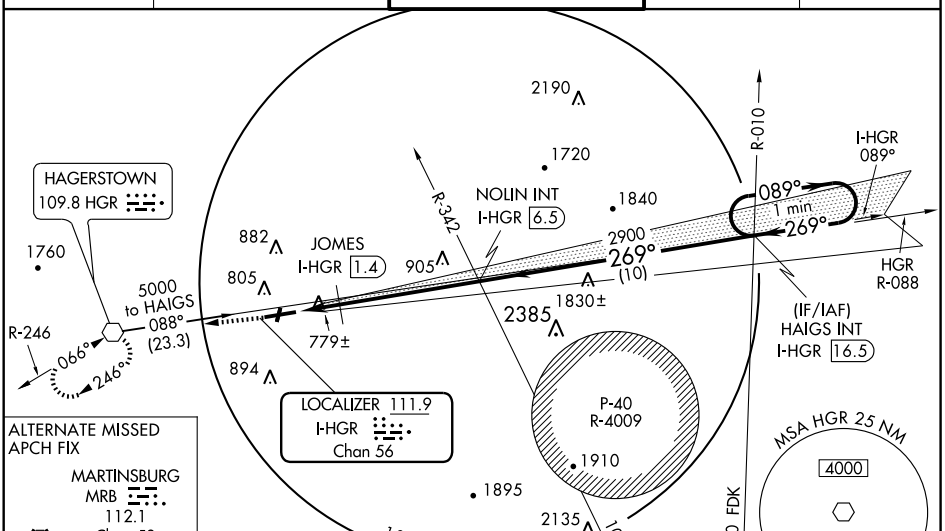
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

When local altimeter setting not received; use Martinsburg altimeter setting and increase DA to 971 and all MDA 80 feet; increase S-LOC 27 Cat D and JOMES Fix minimum S-LOC 27 Cat C visibility ¼ mile. VDP NA when using Martinsburg altimeter setting. For inoperative MALSR, increase JOMES Fix minimums S-LOC 27 Cat D visibility ¼ mile. For inoperative MALSR, when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct HGR VOR and hold, continue climb-in-hold to 4000.

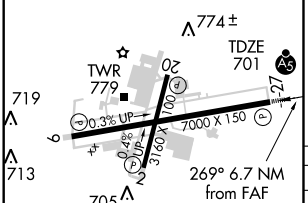
ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95

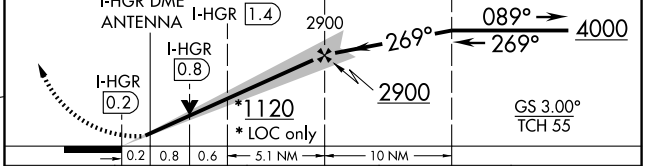


ALTERNATE MISSED APCH FIX

MARTINSBURG
MRB
112.1
Chan 58
290°
110°
R-110

ELEV 703 D





REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1120-½ 419 (500-½)		1120-¾ 419 (500-¾)	
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160 -1½ 457 (500-1½)	1260-2 557 (600-2)
JOMES FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			1040-¾ 339 (400-¾)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 49011 W09A	APP CRS 088°	Rwy ldg 7000 TDZE 695 Apt Elev 703

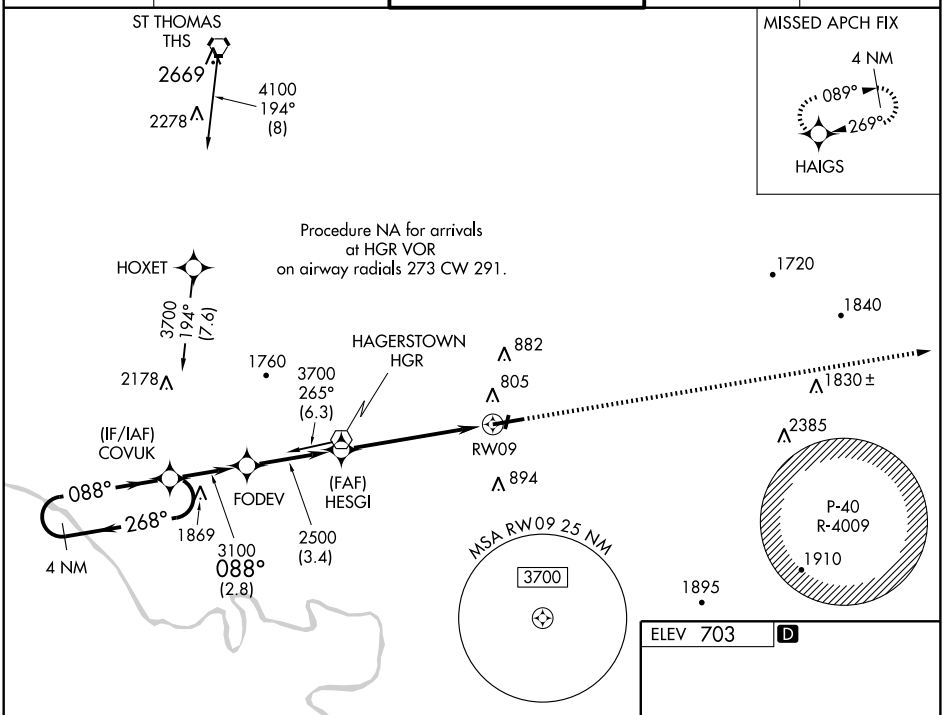
RNAV (GPS) RWY 9

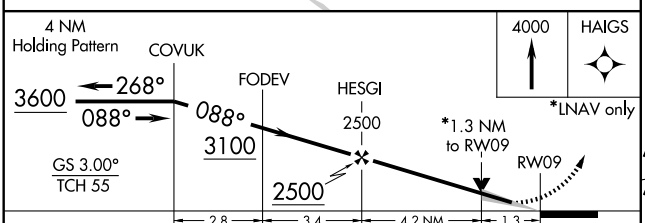
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

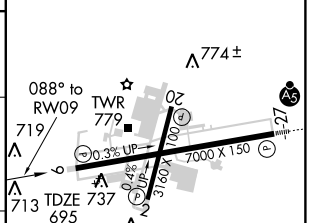
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 965, LNAV/VNAV DA to 1101, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	1031-1¼ 336 (400-1¼)			
LNAV MDA	1140-1 445 (500-1)		1140-1¼ 445 (500-1¼)	1140-1½ 445 (500-1½)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86911 W27A	APP CRS 269°	Rwy ldg 7000 TDZE 701 Apt Elev 703

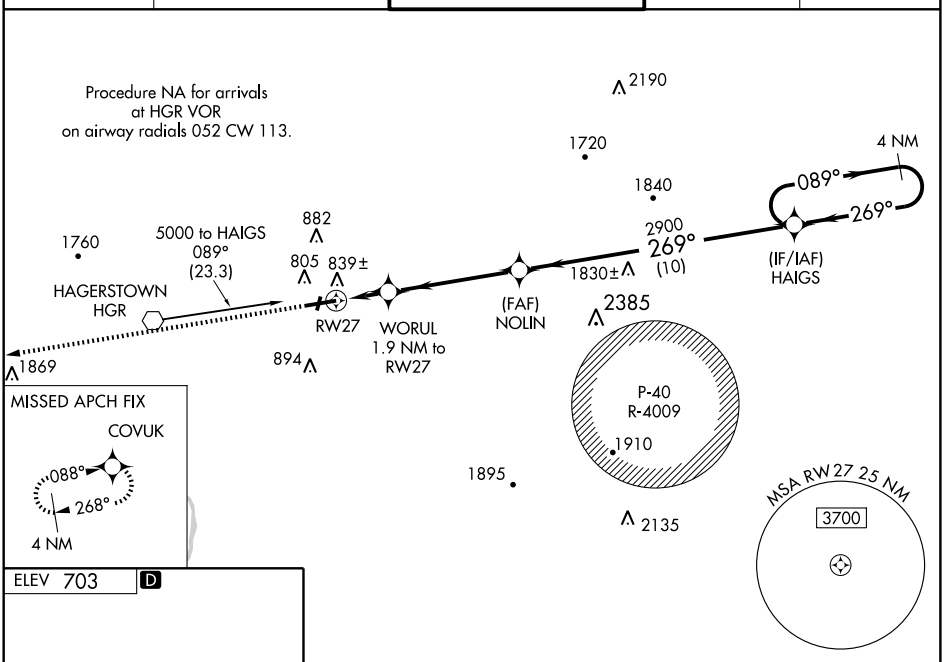
RNAV (GPS) RWY 27
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

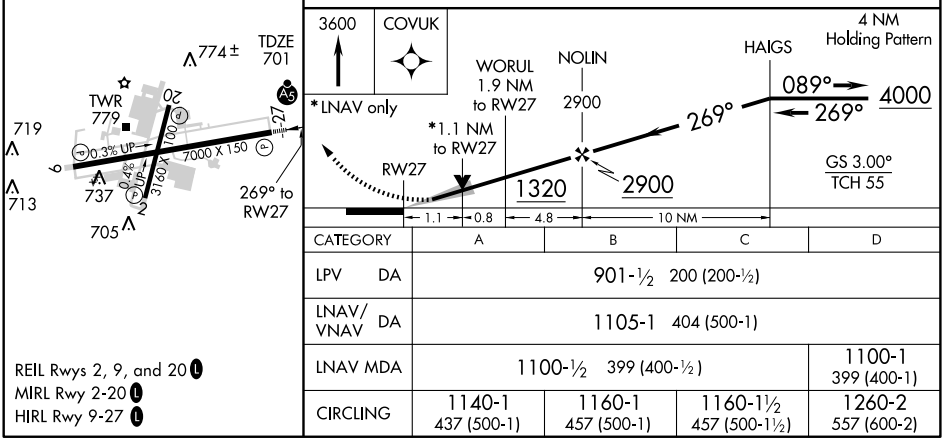
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 971, LNAV/VNAV DA to 1175, and all MDA 80 feet; increase LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats visibility ½ .

MALSR

MISSED APPROACH: Climb to 3600 direct COVUK and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95





CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	1105-1 404 (500-1)			
LNAV MDA	1100-½ 399 (400-½)			1100-1 399 (400-1)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR HGR	APP CRS	Rwy ldg	7000
109.8	091°	TDZE	695
		Apt Elev	703

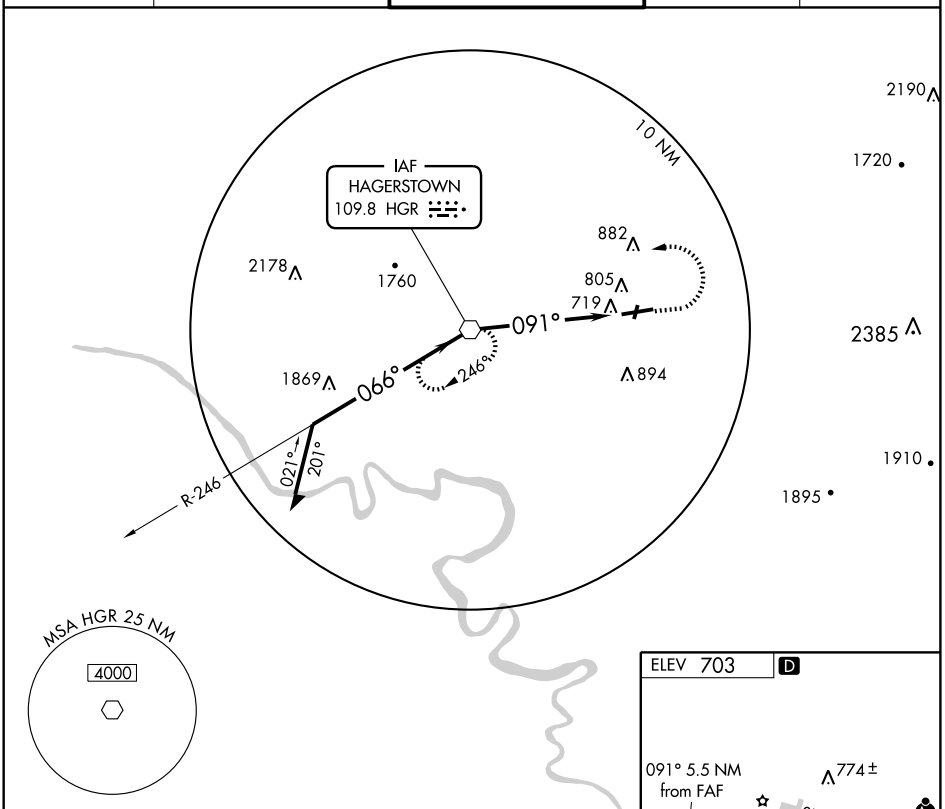
VOR RWY 9

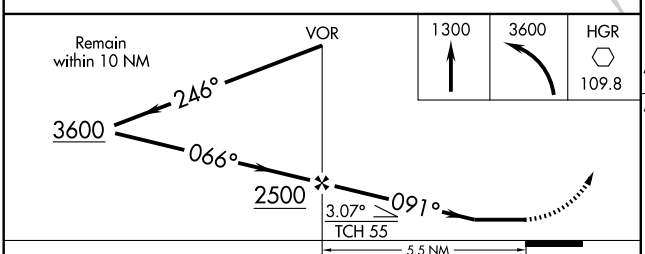
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

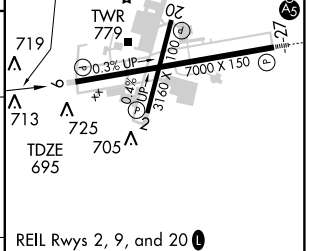
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet; increase S-9 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) (L) 225.4	120.8	122.95







REIL Rwys 2, 9, and 20 (L)
MIRL Rwy 2-20 (L)
HIRL Rwy 9-27 (L)

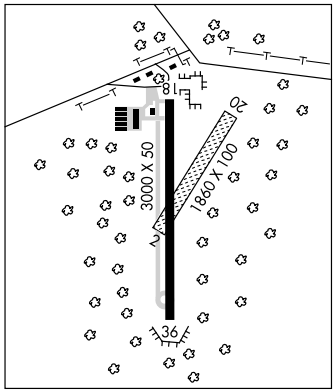
CATEGORY	A	B	C	D
S-9	1060-1 365 (400-1)			1060-1¼ 365 (400-1¼)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 23 SEP 2010 to 21 OCT 2010

INDIAN HEAD

MARYLAND (2W5) 4 E UTC−5(−4DT) N38°36.03′ W77°04.38′ **WASHINGTON**
170 S4 **FUEL** 100LL, JET A TPA—1000(830) NOTAM FILE DCA **COPTER**
RWY 18–36: H3000X50 (ASPH) LIRL 0.5% up N **L–29E, 34E, 36I, A**
RWY 18: Trees. **RWY 36:** Trees. **IAP**
RWY 02–20: 1860X100 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Thanksgiving, Christmas and New Years Day. CLOSED to transit acft when arpt is unattended. Airport CLOSED nights. Birds and wildlife on and invof arpt. Rwy 36 has 35′ dropoff 100′ out. Rwy 02–20 perimeter marked with yellow tires. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 258° 16.7 NM to fld. 210/10W. **HIWAS.**



KENTMORR AIRPARK (See STEVENSVILLE)

KIRBE N38°42.05′ W76°52.21′ NOTAM FILE ADW. **WASHINGTON**
NDB (LOM) 360 RW 011° 6.6 NM to Andrews AFB.

LANDY N38°21.76′ W75°11.87′ NOTAM FILE OXB. **WASHINGTON**
NDB (MHW/LOM) 407 OX 144° 4.7 NM to Ocean City Muni. Unmonitored. **L–34F, 36J, A**

LAUREL

SUBURBAN (W18) 2 SE UTC−5(−4DT) N39°04.62′ W76°49.68′ **WASHINGTON**
148 B S2 **FUEL** 100LL TPA—1000(852) NOTAM FILE DCA **COPTER**
RWY 03–21: H2324X40 (ASPH) LIRL 0.9% up NE
RWY 03: APAP(PNIL). Thld dsplcd 178′. Tree.
RWY 21: APAP(PNIL). Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Ultralight acft prohibited. For rotating bcn during hours of attendance call 301–490–7580. No touch and go landings/intersection tkfs authorized. ACTIVATE LIRL Rwy 03–21 and APAP Rwy 03 and Rwy 21—CTAF. Fee for overnight transits.
COMMUNICATIONS: CTAF/UNICOM 123.05

LAYTONSVILLE

DAVIS (W5Ø) 3 N UTC−5(−4DT) N39°14.61′ W77°09.02′ **WASHINGTON**
630 S2 NOTAM FILE DCA
RWY 08–26: H2005X25 (ASPH)
RWY 08: APAP(PNIL)—GA 4.0°. Trees. **RWY 26:** APAP(PNIL)—GA 4.0°. P–line.
AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. Arpt CLOSED dusk–dawn. Birds and wildlife on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8 Unicom unmonitored.

LEE (See ANNAPOLIS)

APP CRS	Rwy ldg	3000
356°	TDZE	168
	Apt Elev	171

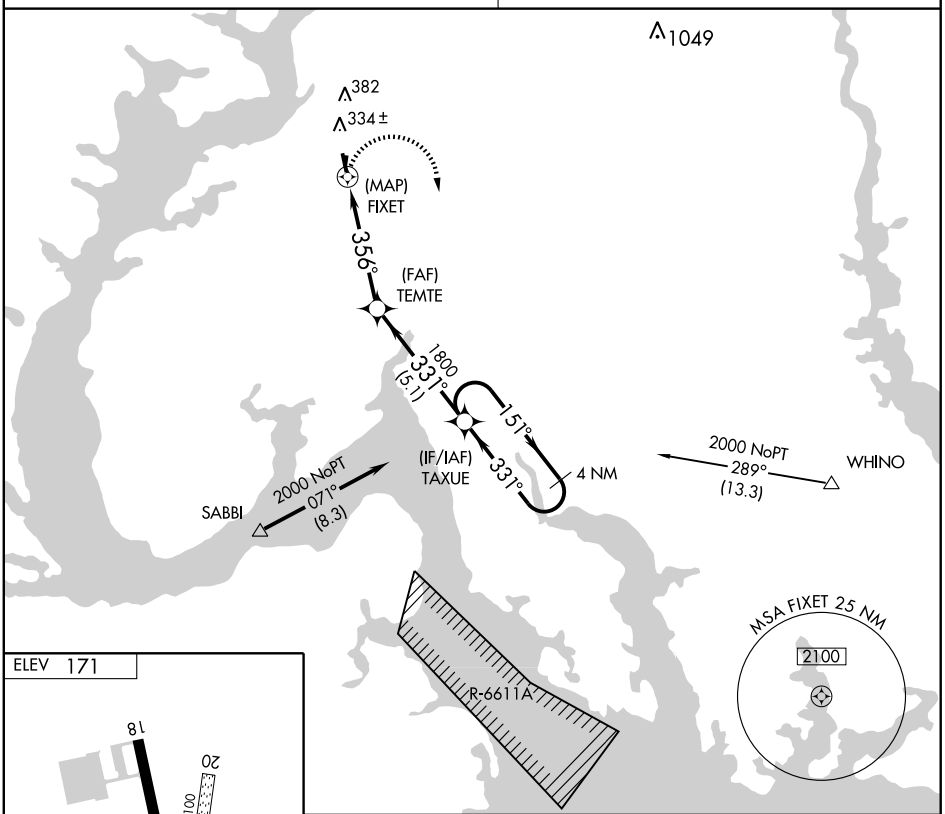
RNAV (GPS) RWY 36
INDIAN HEAD/ MARYLAND (2W5)

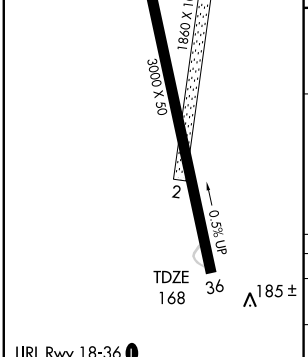
NA

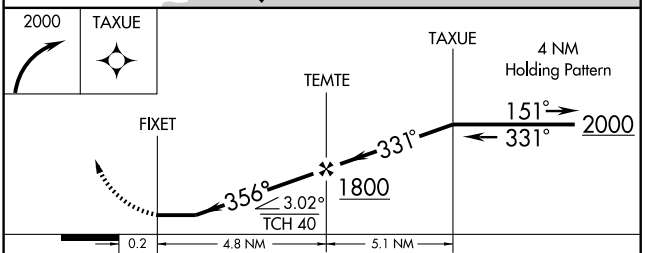
Use Ronald Reagan Washington National altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct TAXUE WP and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600 - 1	432 (500-1)	NA	
CIRCLING	760 - 1	589 (600-1)	NA	

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OTT 113.7 Chan 84	APP CRS 078°	Rwy ldg N/A TDZE N/A Apt Elev 171

VOR-A

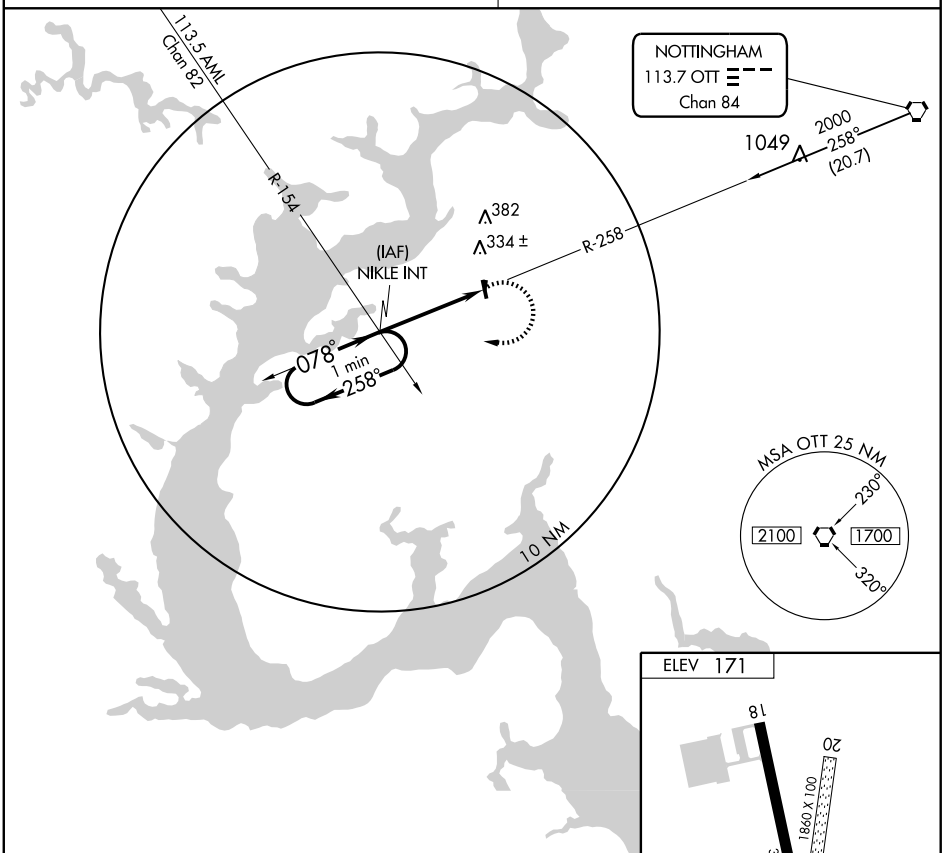
INDIAN HEAD/ MARYLAND (2W5)

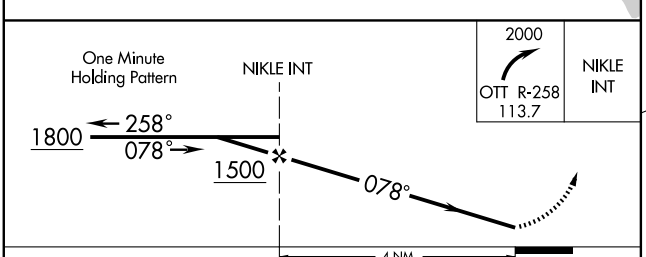
Use Ronald Reagan Washington National altimeter setting. Procedure NA at night.

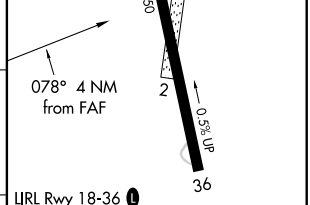
NA

MISSED APPROACH: Climbing right turn to 2000 via OTT R-258 to NIKLE Int and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760 - 1 589 (600-1)		NA	

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC−5(−4DT) N38°18.92′ W76°33.01′ **WASHINGTON**

142 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–29E, 34E, 36I, A**

RWY 11–29: H4150X75 (ASPH) S–12.5 MIRL 0.4% up W **IAP**

RWY 11: REIL. PAPI(P2L). Trees.

RWY 29: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof Rwy 11–29 SS–SR. Glider and ultralight activity on and invof arpt. Rwy 29 15′ depression (downslope) 300′ from thld 150′ right—125′ left. ACTIVATE MIRL Rwy 11–29; REIL Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.

COMMUNICATIONS: CTAF/UNICOM 123.0

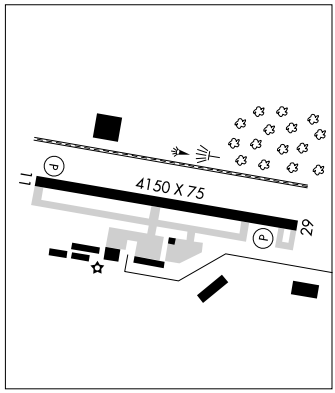
PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC−5(−4DT) N39°17.96′ W75°47.96′ WASHINGTON

73 NOTAM FILE DCA

RWY 02–20: 3000X200 (TURF)

RWY 02: Trees. **RWY 20:** Thld dsplcd 400′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Gliders, hang–gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.

COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

FREEWAY (WØØ) 2 NW UTC−5(−4DT) N38°56.48′ W76°46.34′ **WASHINGTON**

168 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE DCA **COPTER**

RWY 18–36: H2420X40 (ASPH) MIRL 0.7% up N **L–29E, 34F, 36I, A**

RWY 18: PAPI(P2R)—GA 6.0° TCH 47′. Trees.

RWY 36: PAPI(P2L)—GA 5.5° TCH 26′. Thld dsplcd 230′. Trees. Rgt tfc.

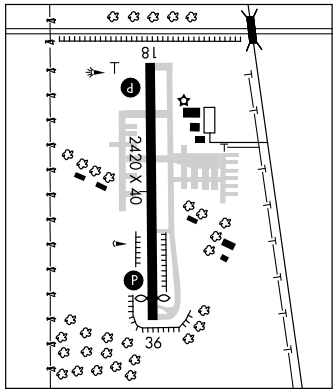
AIRPORT REMARKS: Attended 1300Z‡–dark. Unattended major holidays. −15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgtd antenna 135′ AGL 600′ NW AER 18. Standard Instrument App Procedures for Freewqy Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA—1000 (832) for acft less than 4000 lbs max gross weight; TPA—1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **POTOMAC APP/DEP CON** 119.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 005° 14.2 NM to fld. 210/10W. **HIWAS.**



MONTGOMERY CO AIRPARK (See GAITHERSBURG)

WAAS CH 70502 W11A	APP CRS 112°	Rwy ldg 4150 TDZE 142 Apt Elev 142

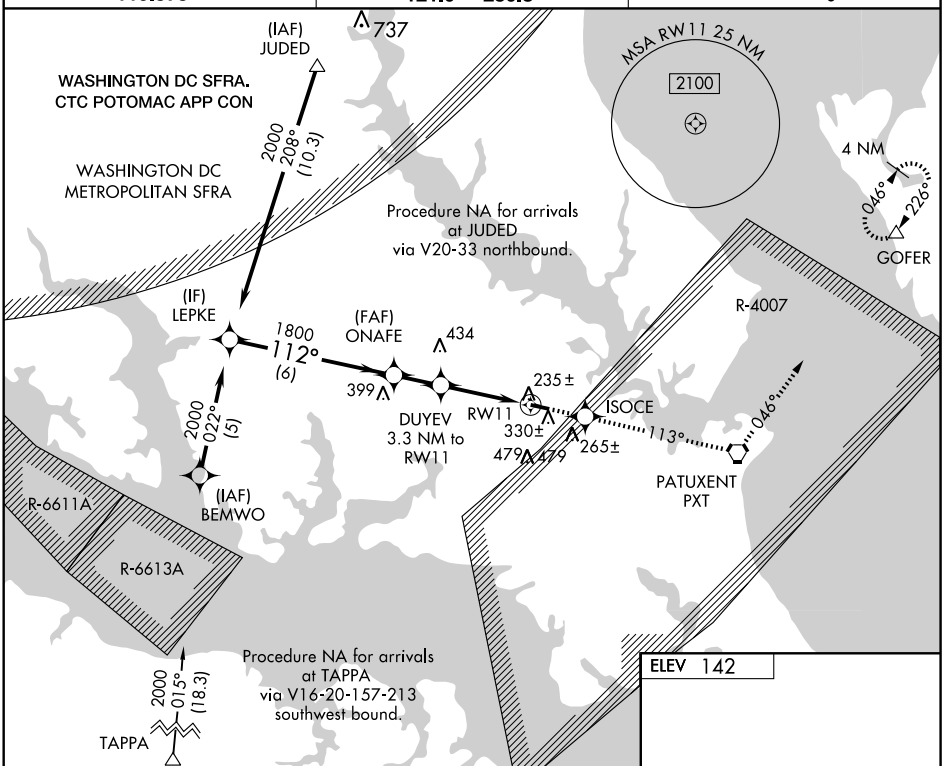
RNAV (GPS) RWY 11

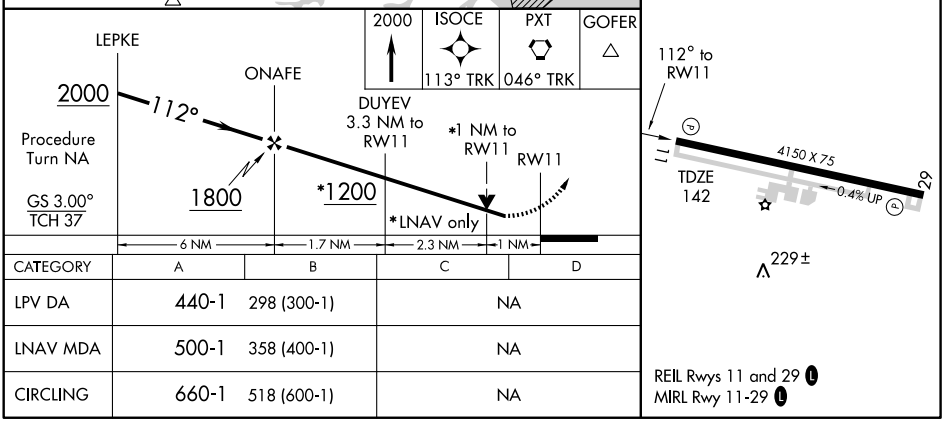
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

Circling to Rwy 29 NA at night. If local altimeter setting not received, use Patuxent River altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Patuxent River altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ISOCE and via 113° track to PXT VORTAC and 046° track to GOFER and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	440-1	298 (300-1)	NA	
LNAV MDA	500-1	358 (400-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 61313 W29A	APP CRS 292°	Rwy ldg 4150 TDZE 137 Apt Elev 142

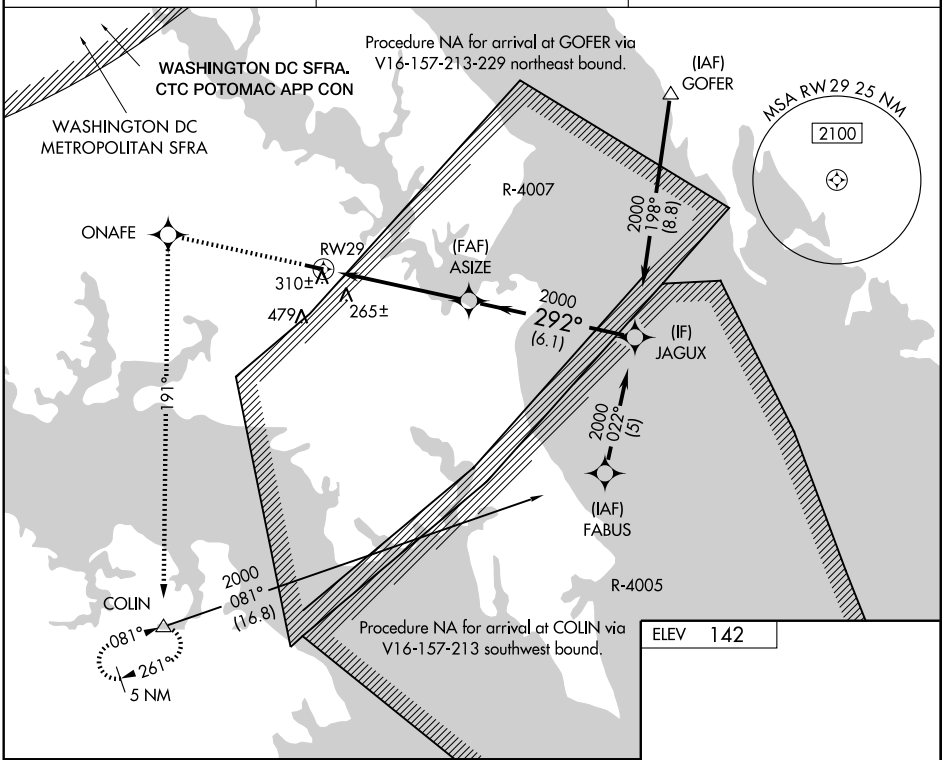
RNAV (GPS) RWY 29

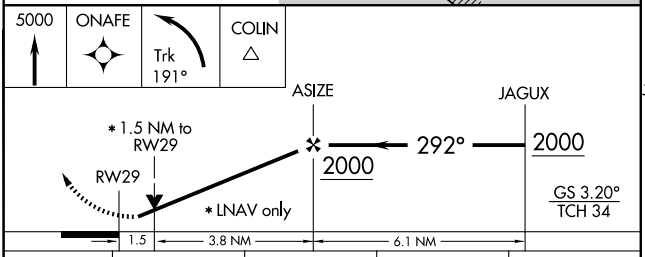
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

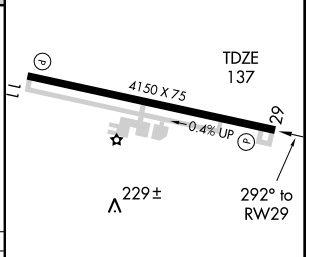
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting note received, use Patuxent River altimeter setting and increase all DA 31 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Patuxent River altimeter setting.

MISSED APPROACH: Climb to 5000 direct ONAFE and left turn via track 191° to COLIN and hold, continue climb-in-hold to 5000.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	480-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	610-1¾	473 (500-1¾)	NA	
LNAV MDA	620-1	483 (500-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC−5(−4DT) N38°18.92′ W76°33.01′ **WASHINGTON**

142 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–29E, 34E, 36I, A**

RWY 11–29: H4150X75 (ASPH) S–12.5 MIRL 0.4% up W **IAP**

RWY 11: REIL. PAPI(P2L). Trees.

RWY 29: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof Rwy 11–29 SS–SR. Glider and ultralight activity on and invof arpt. Rwy 29 15′ depression (downslope) 300′ from thld 150′ right—125′ left. ACTIVATE MIRL Rwy 11–29; REIL Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.

COMMUNICATIONS: CTAF/UNICOM 123.0

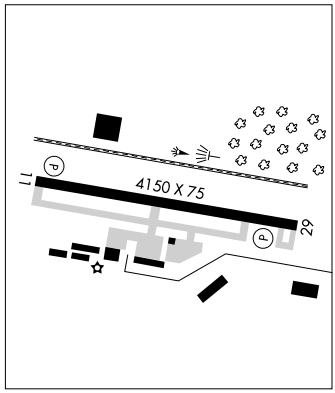
PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC−5(−4DT) N39°17.96′ W75°47.96′ WASHINGTON

73 NOTAM FILE DCA

RWY 02–20: 3000X200 (TURF)

RWY 02: Trees. **RWY 20:** Thld dsplcd 400′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Gliders, hang–gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.

COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

FREEWAY (WØØ) 2 NW UTC−5(−4DT) N38°56.48′ W76°46.34′ **WASHINGTON**

168 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE DCA **COPTER**

RWY 18–36: H2420X40 (ASPH) MIRL 0.7% up N **L–29E, 34F, 36I, A**

RWY 18: PAPI(P2R)—GA 6.0° TCH 47′. Trees.

RWY 36: PAPI(P2L)—GA 5.5° TCH 26′. Thld dsplcd 230′. Trees. Rgt tfc.

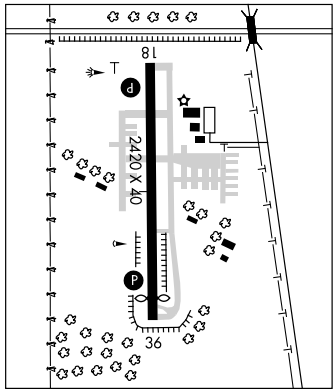
AIRPORT REMARKS: Attended 1300Z‡–dark. Unattended major holidays. −15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgtd antenna 135′ AGL 600′ NW AER 18. Standard Instrument App Procedures for Freewqy Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA—1000 (832) for acft less than 4000 lbs max gross weight; TPA—1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **POTOMAC APP/DEP CON** 119.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

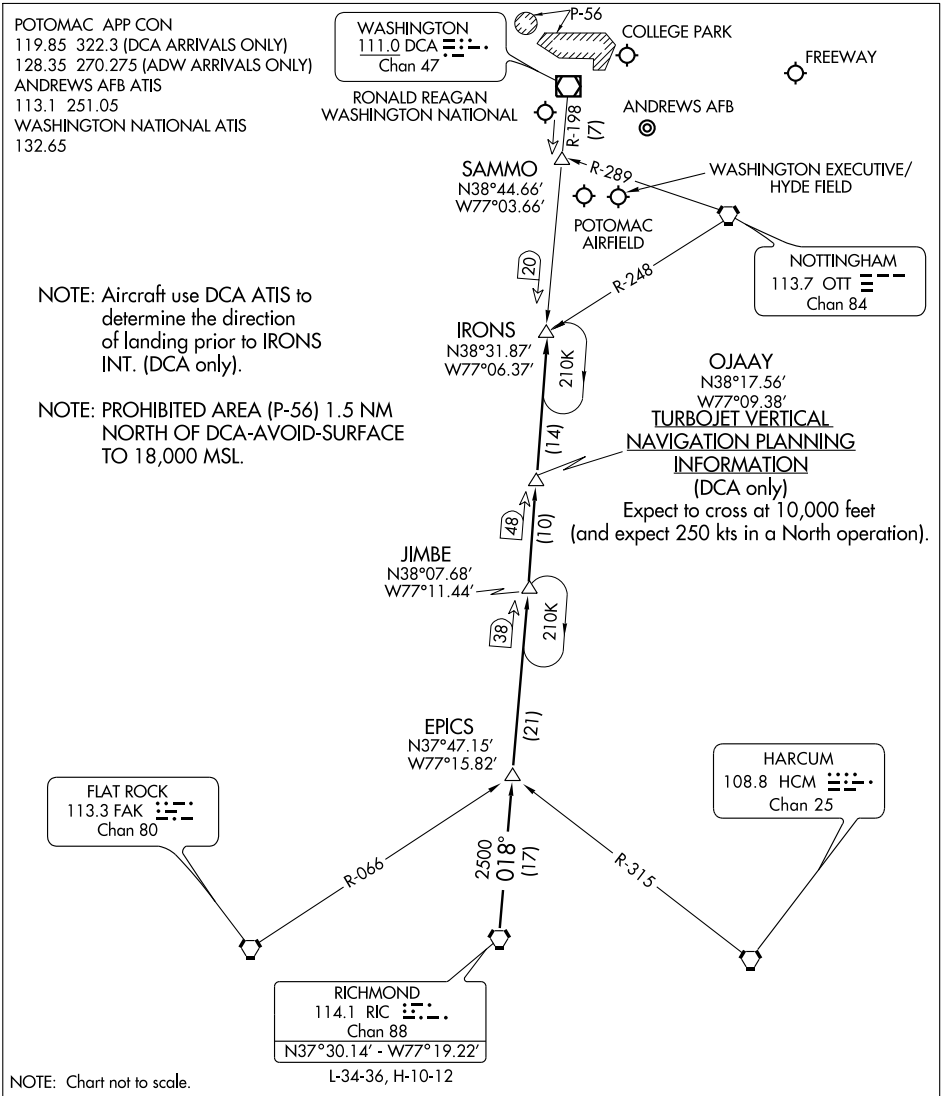
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 005° 14.2 NM to fld. 210/10W. **HIWAS.**



MONTGOMERY CO AIRPARK (See GAITHERSBURG)

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	2420
190°	TDZE	168
	Apt Elev	168

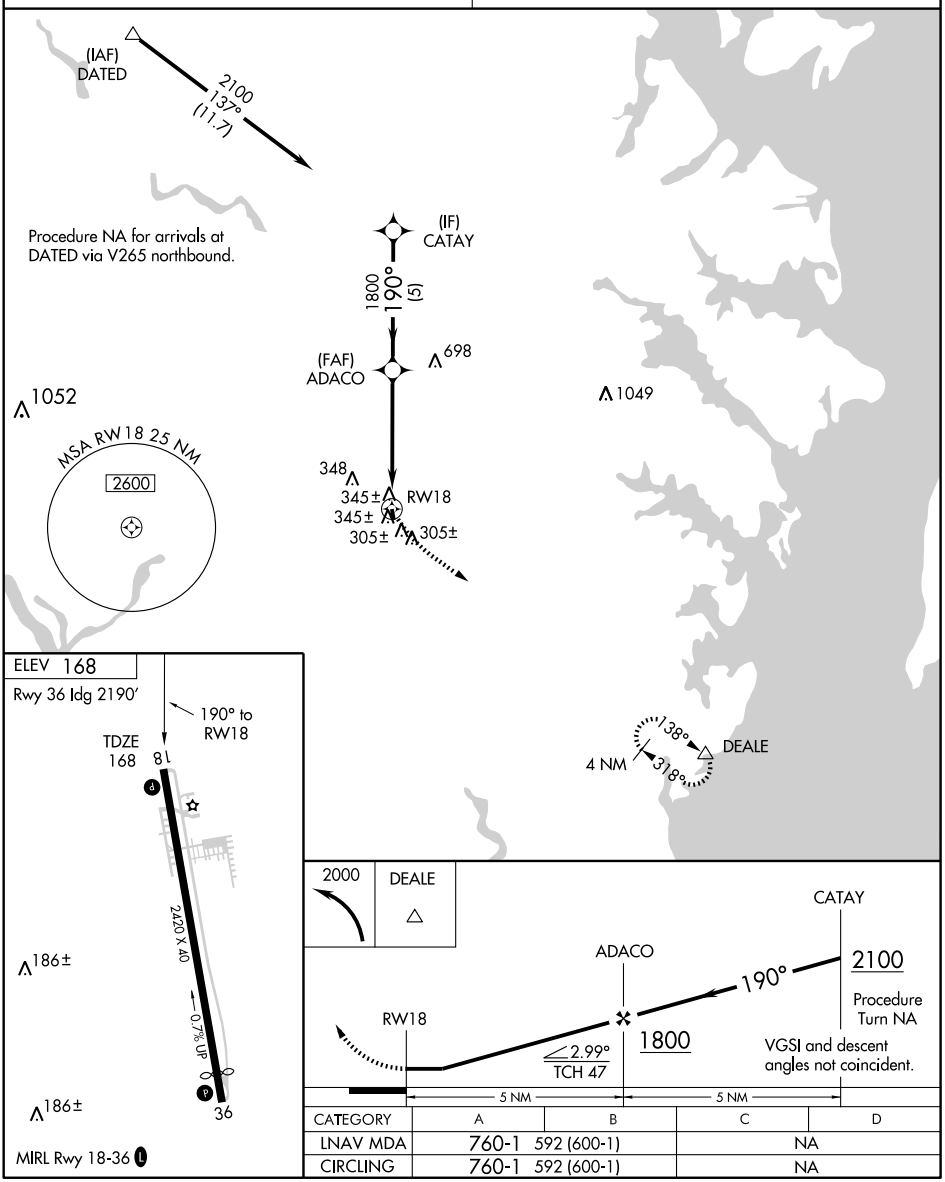
RNAV (GPS) RWY 18
MITCHELLVILLE / FREEWAY (W00)

Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in and Circling minimums NA at night to Rwy 18.

MISSED APPROACH: Climbing left turn to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
CIRCLING	760-1 592 (600-1)		NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	2190
345°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 36

MITCHELLVILLE / FREEWAY (W00)

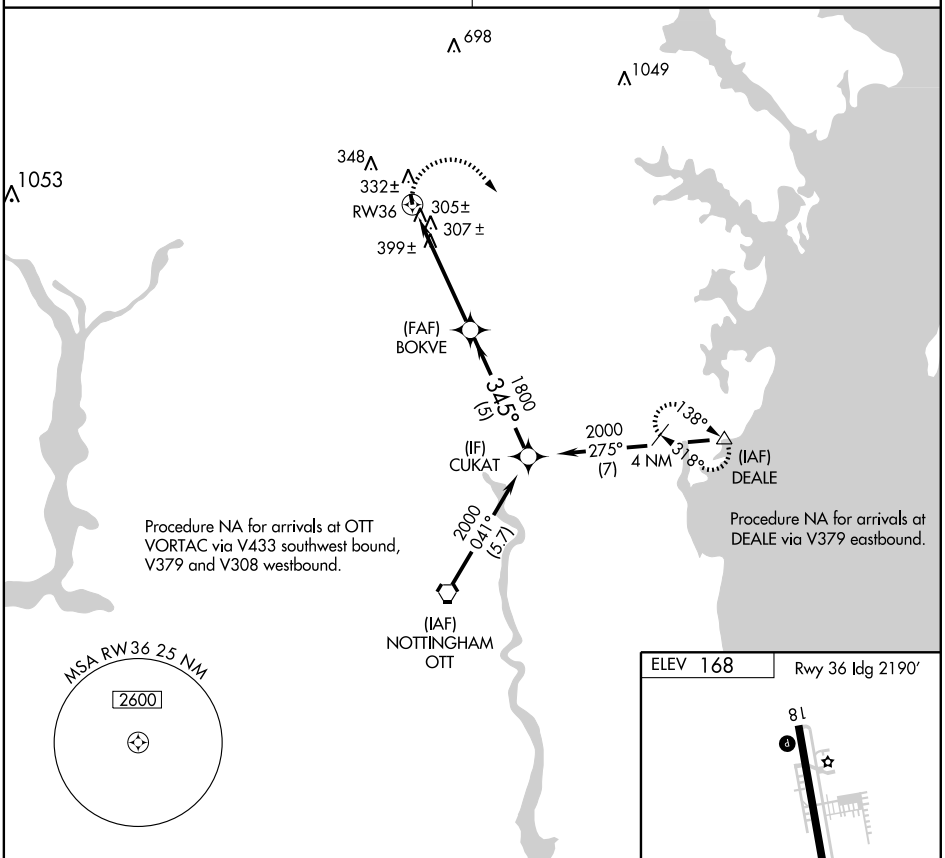
T
NA

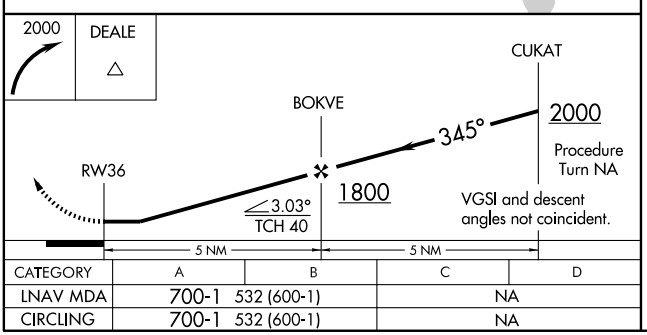
Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climbing right turn to 2000 direct DEALE WP and hold.

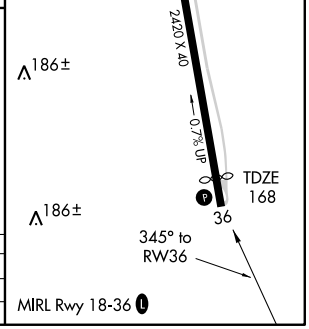
POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
CIRCLING	700-1 532 (600-1)		NA	



NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

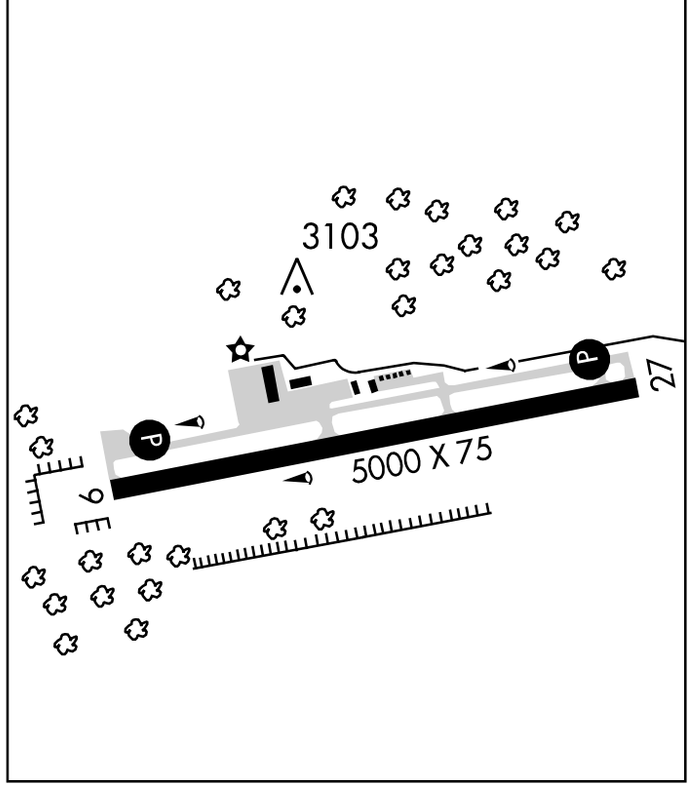
NOTTINGHAM N38°42.35′ W76°44.69′ NOTAM FILE DCA. **WASHINGTON COPTER H–10H, 12I, L–29E, 34F, 36I, A**

(L) VORTAC 113.7 OTT Chan 84 328° 8.5 NM to Andrews AFB.
210/10W. **HIWAS.**
VOR portion unusable
072°–234° blo 10000′
072°–138° blo 6000′
139°–234° blo 10000′
DME portion unusable:
260°–030° byd 20 NM blo 3000′
031°–050° byd 20 NM blo 4000′
051°–065° byd 20 NM blo 5000′
066°–076° byd 20 NM blo 3000′ and byd 32 NM blo 5000′
077°–086° byd 20 NM blo 5000′
087°–122° byd 20 NM blo 7000′
VORTAC unusable
087°–143° byd 36 NM
123°–143° byd 20 NM blo 6000′
123°–143° byd 32 NM blo 7000′
144°–180° byd 20 NM blo 5000′
181°–259° byd 20 NM blo 2500′
184° byd 40 NM blo 17,500′
184° byd 75 NM blo FL310
RCO 122.1R 113.7T (LEESBURG RADIO)

OAKLAND

GARRETT CO (2G4) 13 NE UTC−5(−4DT) N39°34.85′ W79°20.16′ **CINCINNATI H–10H, 12I, L–29C IAP**

2933 B S2 **FUEL** 100LL, JET A+ TPA—3733(800) NOTAM FILE EKN
RWY 09–27: H5000X75 (ASPH–GRVD) MIRL 1.1% up W
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Trees.
RWY 27: REIL. PAPI(P4R)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.125 (301) 746–8443.
COMMUNICATIONS: CTAF/UNICOM 123.0
GRANTSVILLE RCO 122.1R 112.3T (ELKINS RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 262° 13.8 NM to fld. 2640/06W.



APP CRS	Rwy ldg	5000
088°	TDZE	2933
	Apt Elev	2933

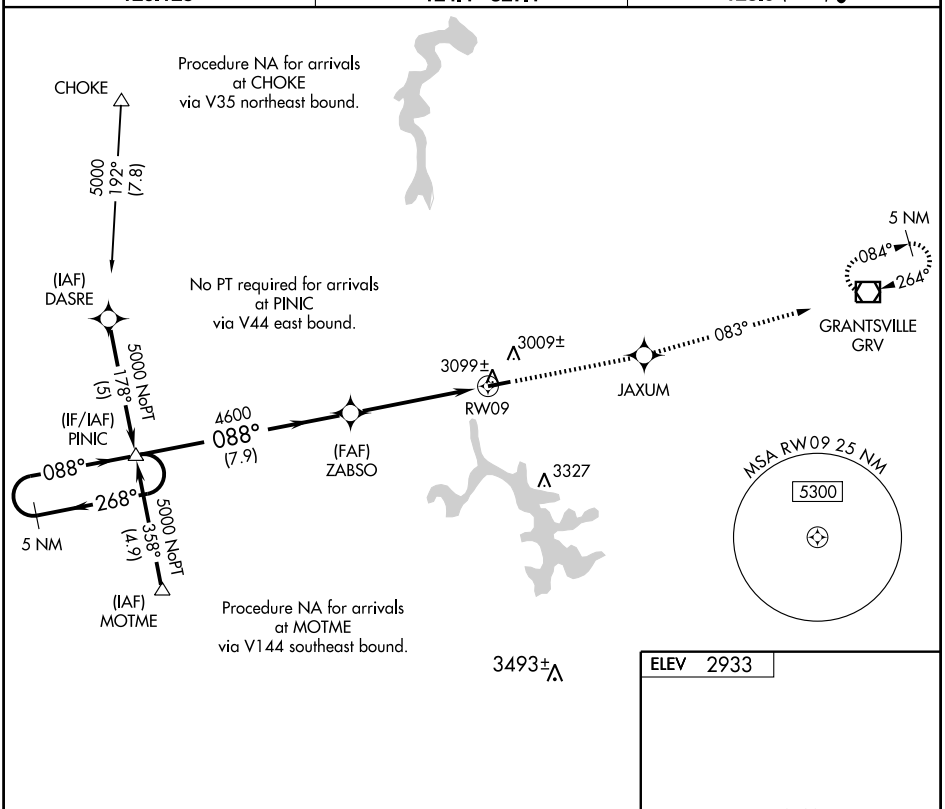
RNAV (GPS) RWY 9
OAKLAND / GARRETT COUNTY (2G4)

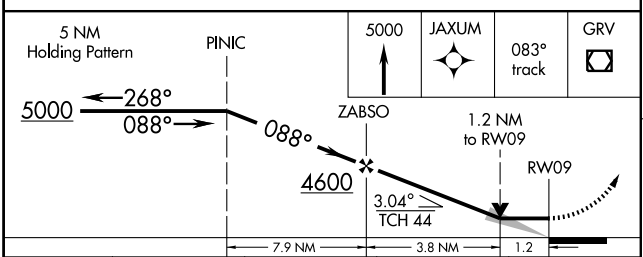
NA

Procedure NA at night. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¾ mile, Cat C ¼ mile. DME/DME RNP-0.3 NA.

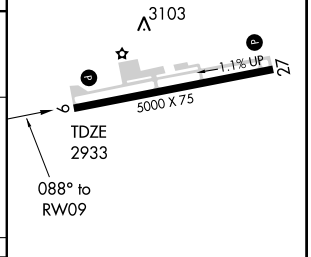
MISSED APPROACH: Climb to 5000 direct JAXUM and via 083° track to GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3360-1 427 (500-1)		3360-1¼ 427 (500-1¼)	NA
CIRCLING	3400-1 467 (500-1)		3400-1½ 467 (500-1½)	NA



REIL Rwys 9 and 27
MIRL Rwy 9-27 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5000
268°	TDZE	2925
	Apt Elev	2933

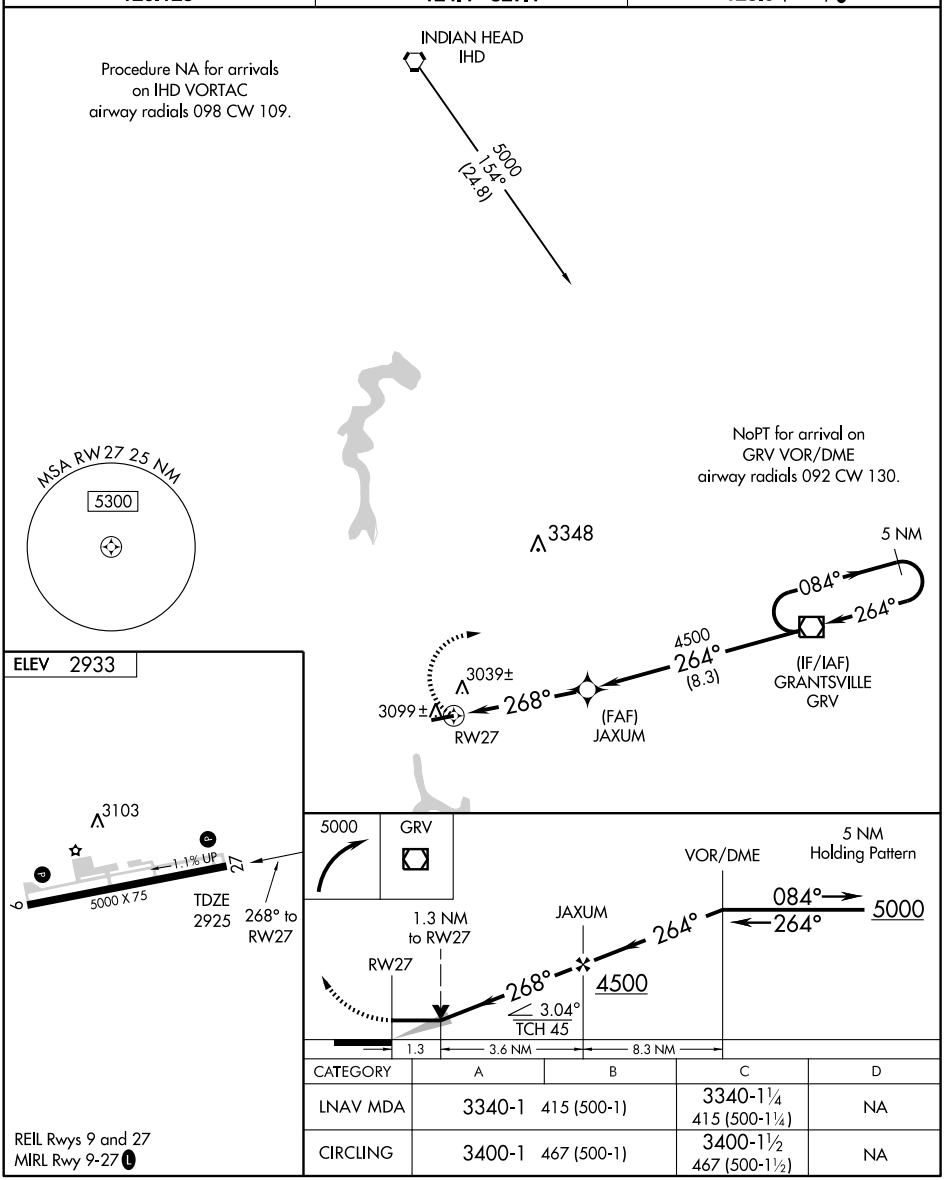
RNAV (GPS) RWY 27
OAKLAND / GARRETT COUNTY (2G4)

NA

Procedure NA at night. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3340-1	415 (500-1)	3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME GRV 112.3 Chan 70	APP CRS 264°	Rwy ldg 5000 TDZE 2925 Apt Elev 2933

VOR RWY 27

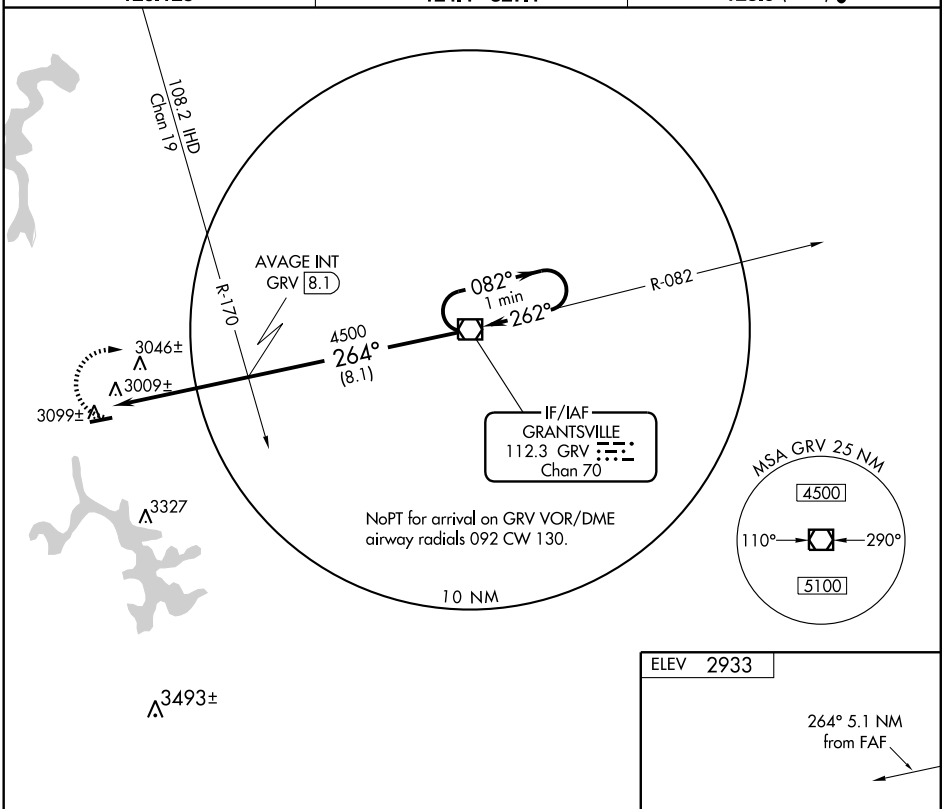
OAKLAND/GARRETT COUNTY (2G4)

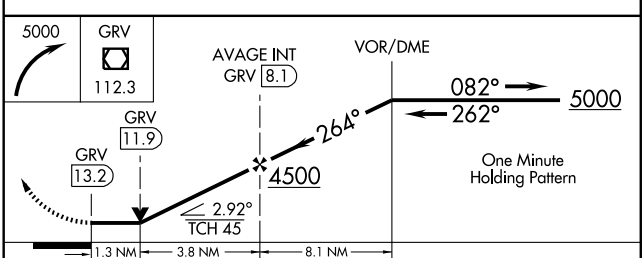
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, S-27 visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting.

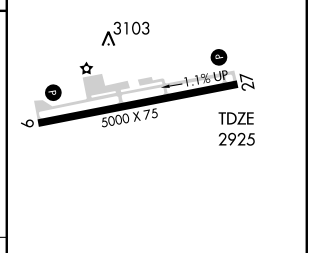
NA

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L







REIL Rwys 9 and 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-27	3340-1 415 (500-1)		3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1 467 (500-1)		3400-1½ 467 (500-1½)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

OCEAN CITY MUNI (OXB) 2 SW UTC−5(−4DT) N38°18.63′ W75°07.44′

WASHINGTON
L–36J, A
IAP

11 B S4 **FUEL** 100LL, JET A NOTAM FILE OXB

RWY 14–32: H4072X75 (ASPH–CONC) S–20 MIRL

RWY 14: VASI(V4L)—GA 3.0° TCH 34′. Trees.

RWY 32: VASI(V4L)—GA 3.0° TCH 27′.

RWY 02–20: H3201X75 (ASPH–CONC) MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 40′. Trees.

RWY 20: PAPI(P2L)—GA 4.0° TCH 42′. Trees.

AIRPORT REMARKS: Attended Oct–Apr 1300–2200Z‡, May–Sept 1300–2300Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Deer and birds on and invof arpt. Ultralight ops on and invof arpt. Trucks and vehicles crossing twy, north of hold block Rwy 02. ACTIVATE MIRL Rwy 14–32 and Rwy 02–20—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (410) 213–1530.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

CLNC DEL 121.75

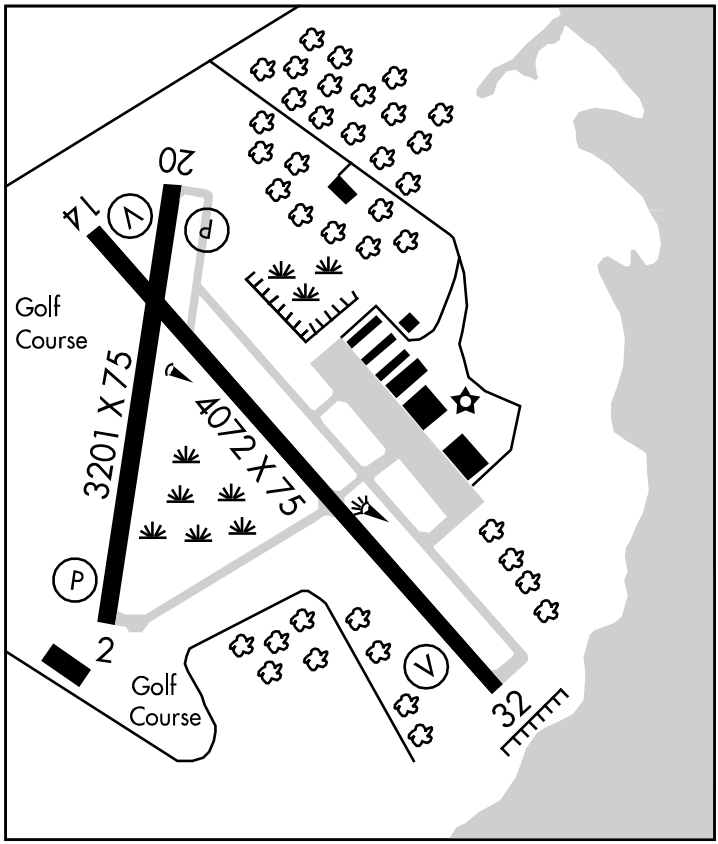
WASHINGTON CENTER APP/DEP CON 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 108° 18.4 NM to fld. 50/12W.

LANDY NDB (MHW/LOM) 407 OX N38°21.76′ W75°11.87′ 144° 4.7 NM to fld. Unmonitored. NOTAM FILE OXB.

ILS 109.15 I–OXB Rwy 14. LOM LANDY NDB (LOC only).



AL-5284 (FAA)

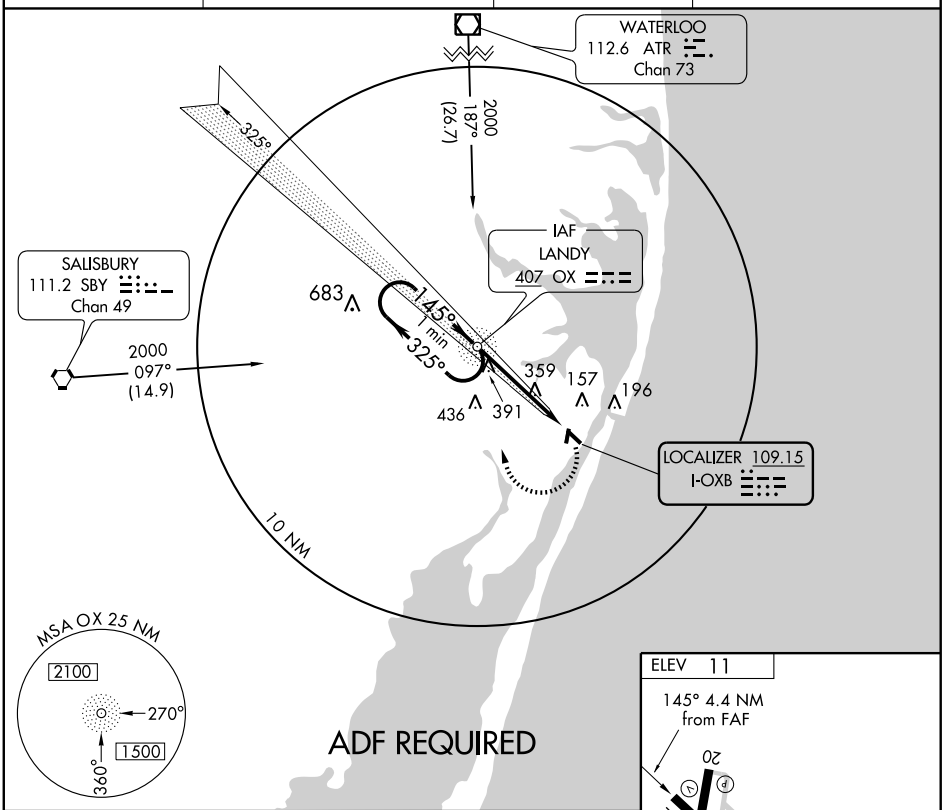
LOC RWY 14
OCEAN CITY MUNI (OXB)

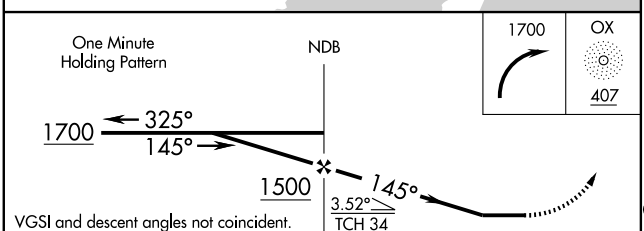
LOC I-OXB	APP CRS	Rwy ldg 4072
109.15	145°	TDZE 11
		Apt Elev 11

NA

MISSED APPROACH: Climbing right turn to 1700 direct OX NDB and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





MIRL Rwys 2-20 and 14-32 L

CATEGORY	A	B	C	D
S-14	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

38°19′N - 75°07′W

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

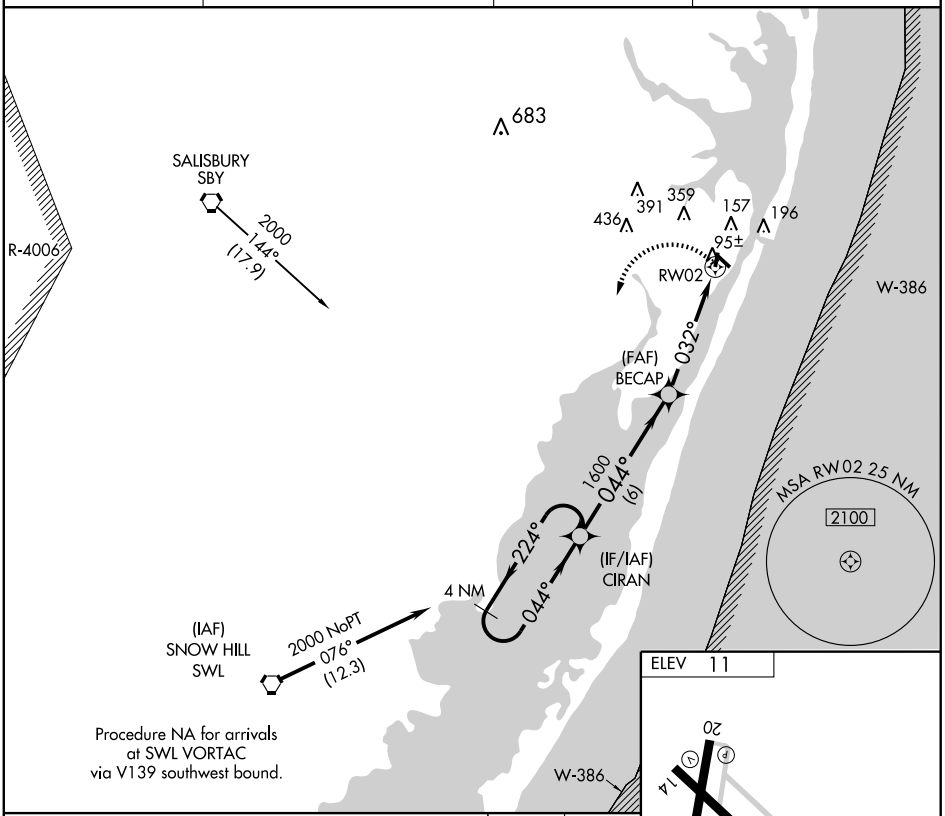
RNAV (GPS) RWY 2
OCEAN CITY MUNI (OXB)

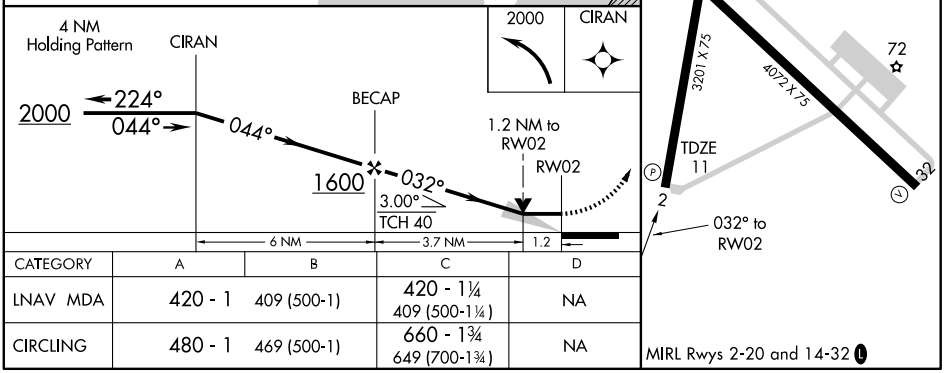
APP CRS	Rwy ldg	3201
032°	TDZE	11
	Apt Elev	11

If local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct CIRAN and hold.

ASOS	PATUXENT APP CON ★		CLNC DEL	UNICOM
119.025	127.95	314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420 - 1	409 (500-1)	420 - 1¼ 409 (500-1¼)	NA
CIRCLING	480 - 1	469 (500-1)	660 - 1¾ 649 (700-1¾)	NA

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 14
OCEAN CITY MUNI (OXB)

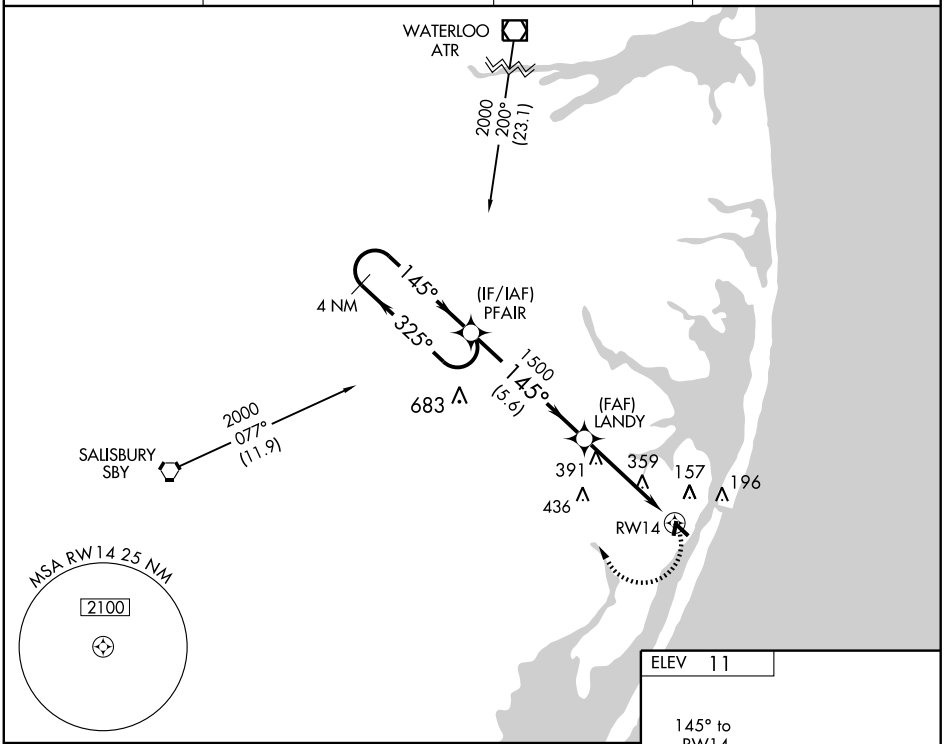
APP CRS	Rwy ldg	4072
145°	TDZE	11
	Apt Elev	11

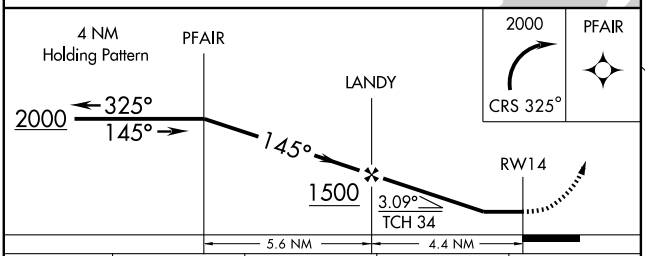
NA

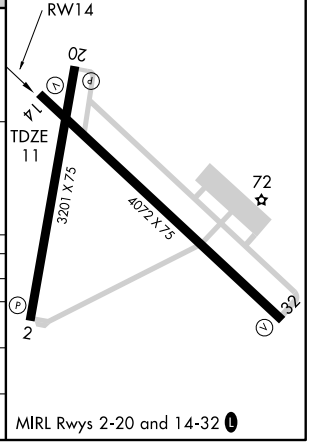
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 via 325° course to PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH **40413** **W32A**	APP CRS **325°**	Rwy ldg **4072** TDZE **11** Apt Elev **11**

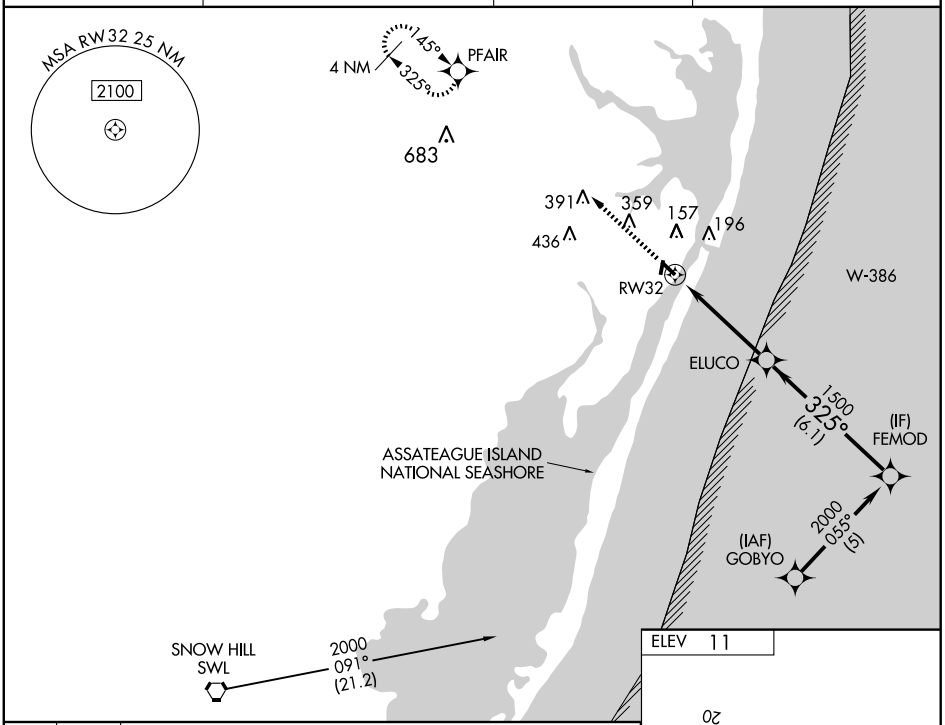
RNAV (GPS) RWY 32

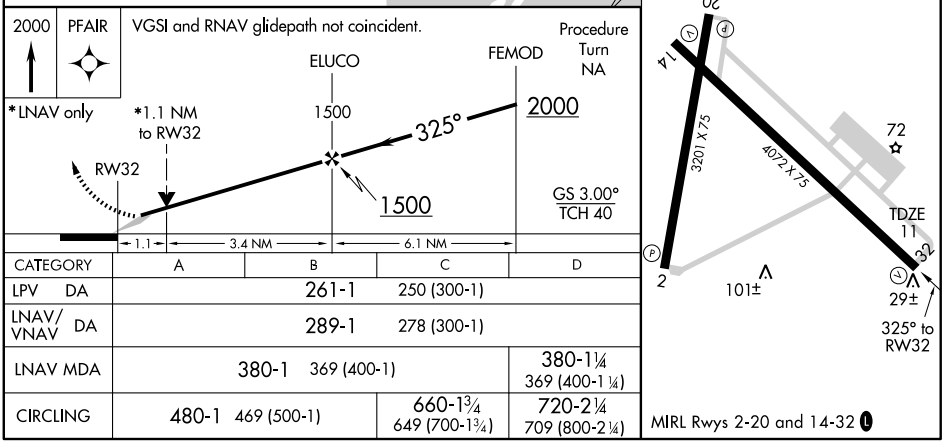
OCEAN CITY MUNI (OXB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	**127.95 314.0**	**121.75**	**123.05** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	261-1 250 (300-1)			
LNAV/VNAV DA	289-1 278 (300-1)			
LNAV MDA	380-1 369 (400-1)			380-1¼ 369 (400-1¼)
CIRCLING	480-1 469 (500-1)		660-1¾ 649 (700-1¾)	720-2¼ 709 (800-2¼)

38°19′N - 75°07′W

NE-3, 23 SEP 2010 to 21 OCT 2010

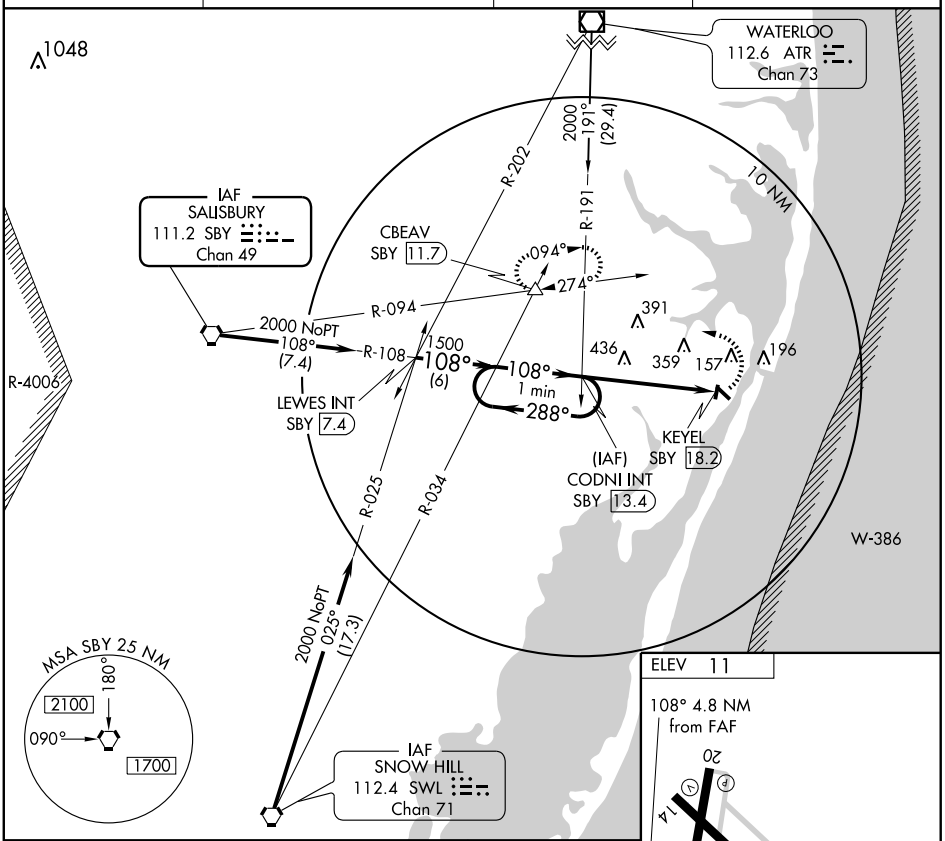
VOR-A
OCEAN CITY MUNI (OXB)

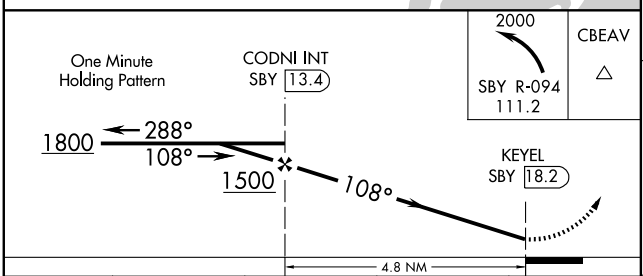
VORTAC SBY 111.2 Chan 49	APP CRS 108°	Rwy ldg N/A TDZE N/A Apt Elev 11

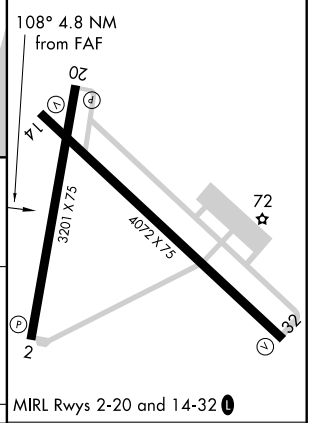
When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 via SBY R-094 to CBEAV Int/11.7 DME and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 849 (900-1)	860-1¼ 849 (900-1¼)	860-2½ 849 (900-2½)	860-2¾ 849 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

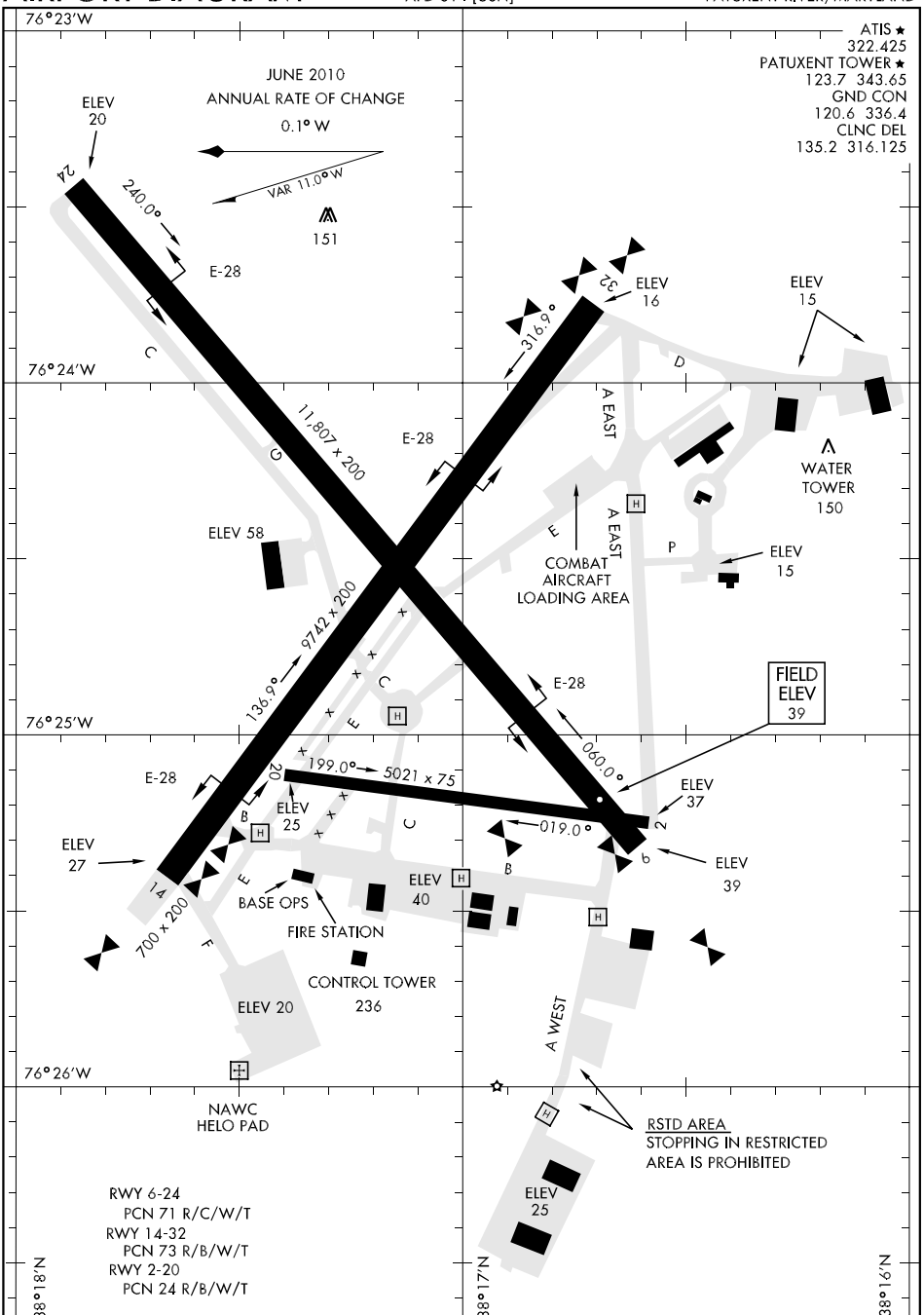
NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AFD-314 [USN]

PATUXENT RIVER, MARYLAND



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N 0 N UTC−5(−4DT) **WASHINGTON**
N38°17.16′ W76°24.71′ **H–10I, 12I, L–34E, 36I, A**
39 B TPA—See Remarks NOTAM FILE DCA Not insp. **DIAP, AD**
RWY 06–24: H11807X200 (ASPH) PCN 71 R/C/W/T HIRL CL
RWY 06: ALSF1. OLS. **RWY 24:** OLS.
RWY 14–32: H9742X200 (ASPH) PCN 73 R/B/W/T HIRL
RWY 14: OLS. **RWY 32:** OLS.
RWY 02–20: H5021X75 (ASPH) PCN 24 R/B/W/T
ARRESTING GEAR/SYSTEMS
RWY 06 HOOK E28(B) (2180′) HOOK E28(B) (1509′) **RWY 24**
RWY 14 HOOK E28(B) (1280′) HOOK E28(B) (3061′) **RWY 32**
MILITARY SERVICE: L–AOE **JASU** (NCPP–105), (NC–8A), (NC–10C) **FUEL** 100LL, J8 J5 **FLUID** SP LHOX LOX
OIL O–128–133–148–156(Mil) **TRAN ALERT** Avbl Mon–Fri 1200–2300Z‡ except holidays. Limited J8 tran fuel avbl.
MILITARY REMARKS: Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR—no NOTAM terminal facilities avbl. DSN 342–3836, C301–342–3836. Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops. Limited ramp space, and limited tran service avbl expect delays. **CAUTION** Stopping in restricted area on Twy A, W twy is prohibited. Portions of rwy, twy and acft ramps not visible from twr. First 1630′ Rwy 32 may be clsd daylgt hours Mon–Sat during VFR. Buildings and equipment located near the AER 32. Deer and bird hazard. **TFC PAT** TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation standard in effect for local based USN/USMC acft. **NS ABTMT** Military acft maintain at least 1500′ between 3 NM and 10 NM from 210° clockwise to 240°. No practice apch heavy acft Sat before 1500Z‡, Sun before 1700Z‡. Tran acft practice apch not to interfere basis. **CSTMS/AG/IMG** CSTMS/AG avbl 24 hr with 24 hr prior notice. IMG avbl 24 hr with 72 hr prior notice. Ctc AODO at DSN 342–3836, C301–342–3836. **MISC** Meterological obsn and PMSV monitoring are not avbl 0400–1030Z‡ daily. For forecast ctc NAFC at DSN 565–4555, C888–745–6899. Class D service not avbl outside of published opr hrs.
COMMUNICATIONS: SFA **ATIS** 322.425
RCO 117.6T 122.1R (LEESBURG RADIO)
Ⓡ **APP/DEP CON** 120.05 281.8 (165°–055° abv 3000′) 121.0 250.3 (165°–055° 3000′ and blo) 127.95 314.0 (056°–164°) (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 281.4 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡, OT by NOTAM).
TOWER 123.7 343.65 340.2X (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM). **GND CON** 120.6 336.4 **CLNC DEL** 135.2 316.125 **PMSV METRO** 356.2
BASE OPS 302.55
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ at fld. 20/10W.
VOR portion unusable:
023° byd 10 NM blo 2,500′ 240°–347° blo 2,000′
024°–174° byd 11 NM blo 2,500′ 288°–298° byd 11 NM blo 2,500′
175°–239° byd 10 NM blo 5,000′ 348°–022° byd 11 NM blo 2,500′
TACAN azimuth unusable:
150°–155° byd 25 NM blo 2,500′
155°–237° byd 11 NM blo 2,500′
NDB (MHW) 400 NHK N38°17.16′ W76°24.19′ at fld. Unusable byd 10 NM. No NOTAM MP Wed 1300–1700Z‡.
ASR/PAR Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HI-TACAN RWY 6

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	065°	TDZE 39
Chan 123		Arpt Elev 39

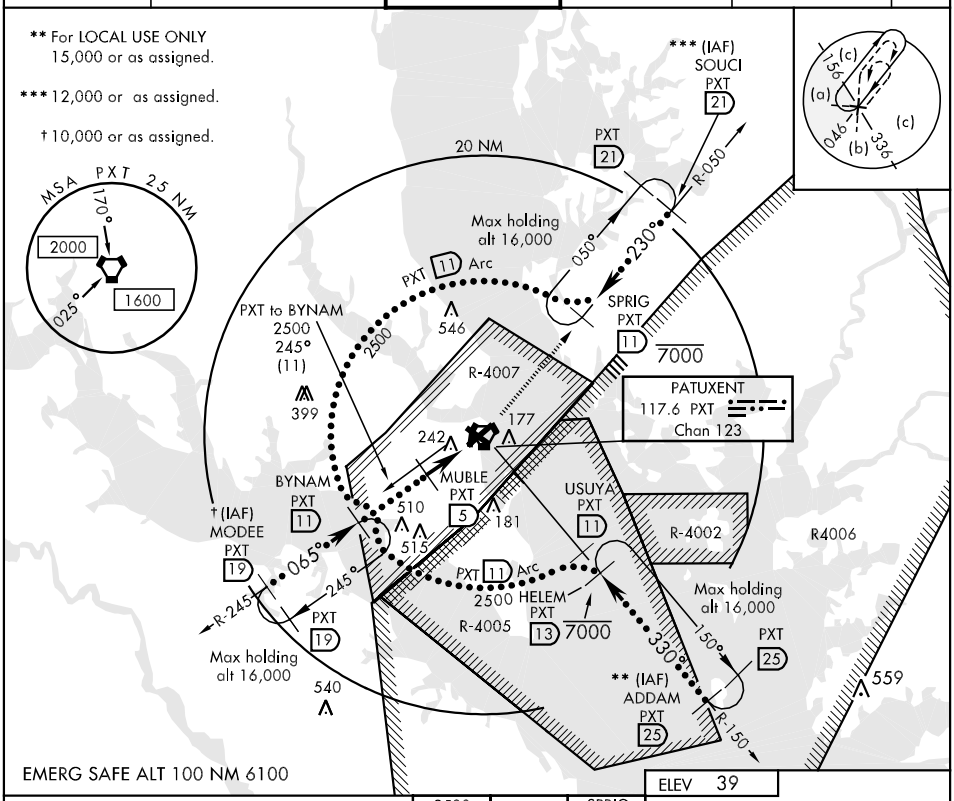
JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ .

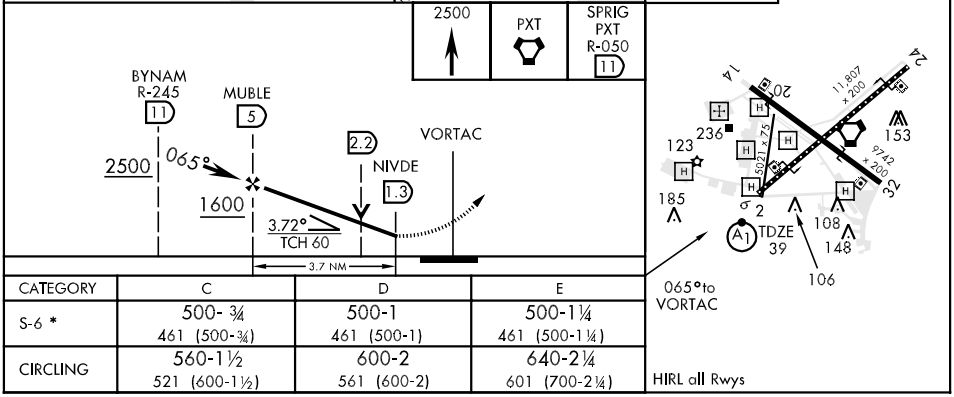
ALSF-1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



ELEV 39



CATEGORY	C	D	E
S-6 *	500- ¾ 461 (500-¾)	500-1 461 (500-1)	500-1¼ 461 (500-1¼)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

NE-3, 23 SEP 2010 to 21 OCT 2010

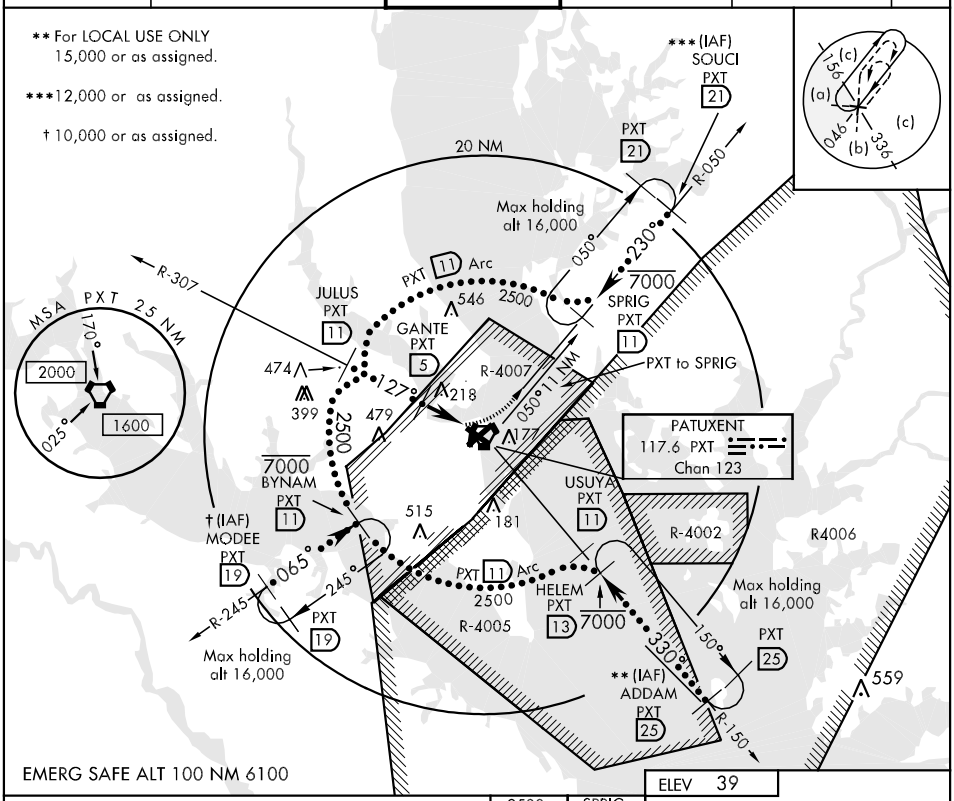
NE-3, 23 SEP 2010 to 21 OCT 2010

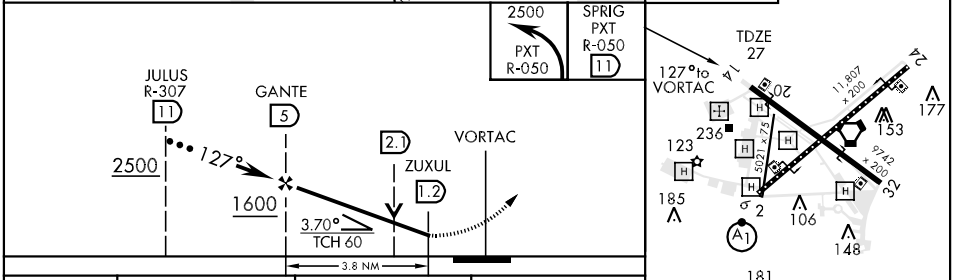
HI-TACAN RWY 14

VORTAC PXT 117.6 Chan 123	APCH CRS 127°	Rwy ldg 9472 TDZE 27 Arpt Elev 39	JAL-314 [USN]	PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climbing left turn to 2500, intercept the PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	C	D	E
S-14	480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)	
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

NE-3, 23 SEP 2010 to 21 OCT 2010

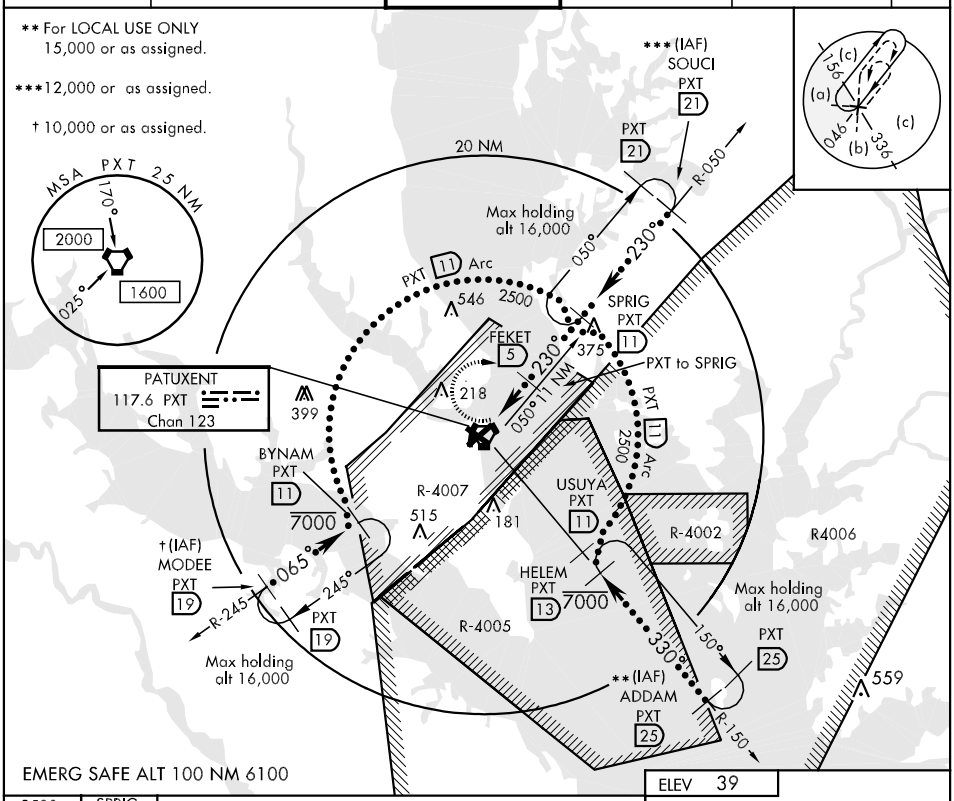
NE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 24

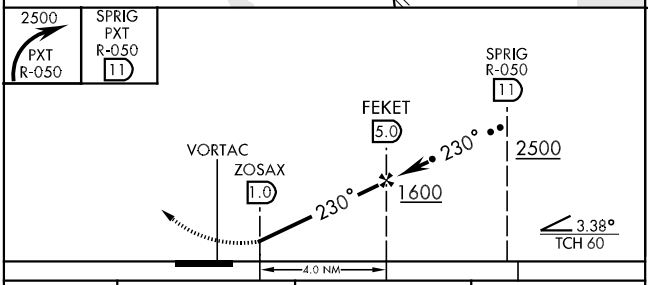
VORTAC PXT	APCH CRS	Rwy ldg 11,807	JAL-314 [USN]	PATUXENT RIVER NAS (TRAPNELL FIELD)	(KNHK)
117.6 Chan 123	230°	TDZE 20 Arpt Elev 39			

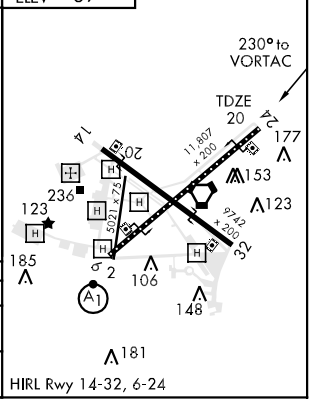
MISSED APPROACH: Climing right turn to 2500, intercept PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



ELEV 39





CATEGORY	C	D	E
S-24	440-1¼ 420 (500-1¼)		440-1½ 420 (500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

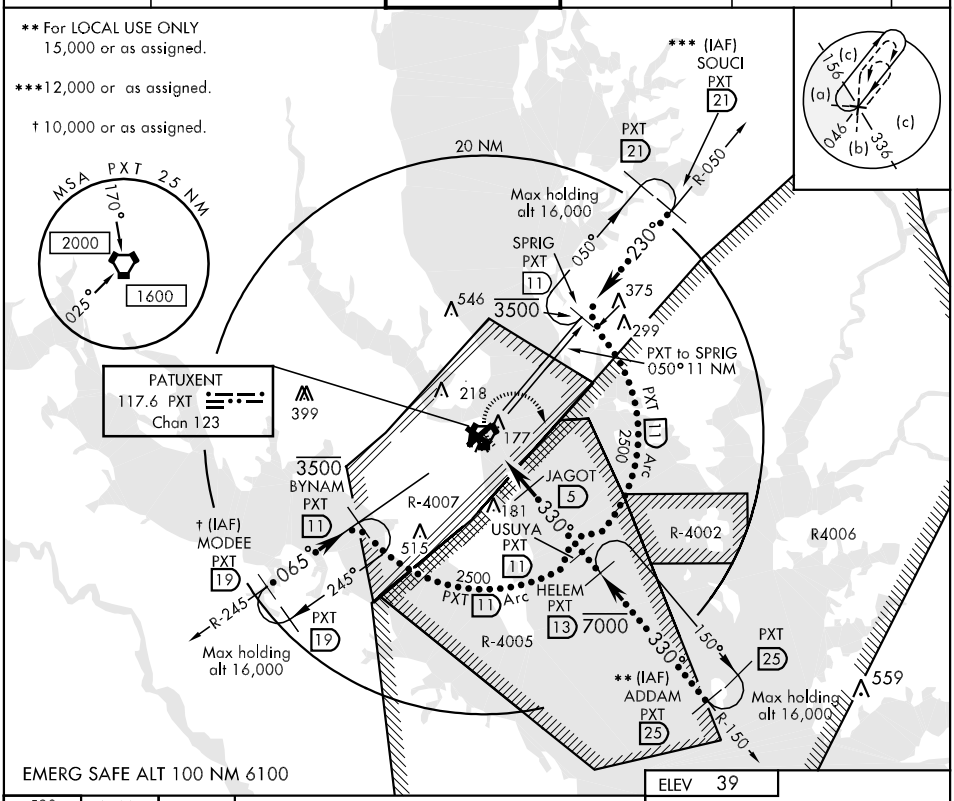
NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 32

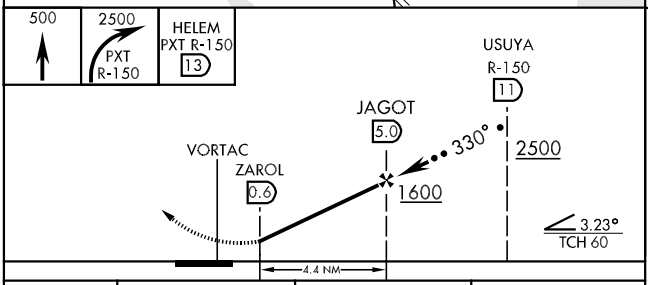
VORTAC PXT 117.6 Chan 123	APCH CRS 330°	Rwy ldg 9742 TDZE 18 Arpt Elev 39	JAL-314 [USN]	PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500, intercept PXT R-150 to HELEM and hold.

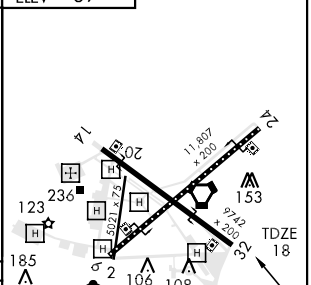
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



NE-3, 23 SEP 2010 to 21 OCT 2010



ELEV 39



HIRL Rwy 14-32, 6-24

CATEGORY	C	D	E
S-32	400-1 382 (400-1)	400-1¼ 382 (400-1¼)	
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

NDB/DME RWY 6

NDB NHK	APCH CRS	Rwy ldg / TDZE / Arpt Elev
400	066°	11,807 / 39 / 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

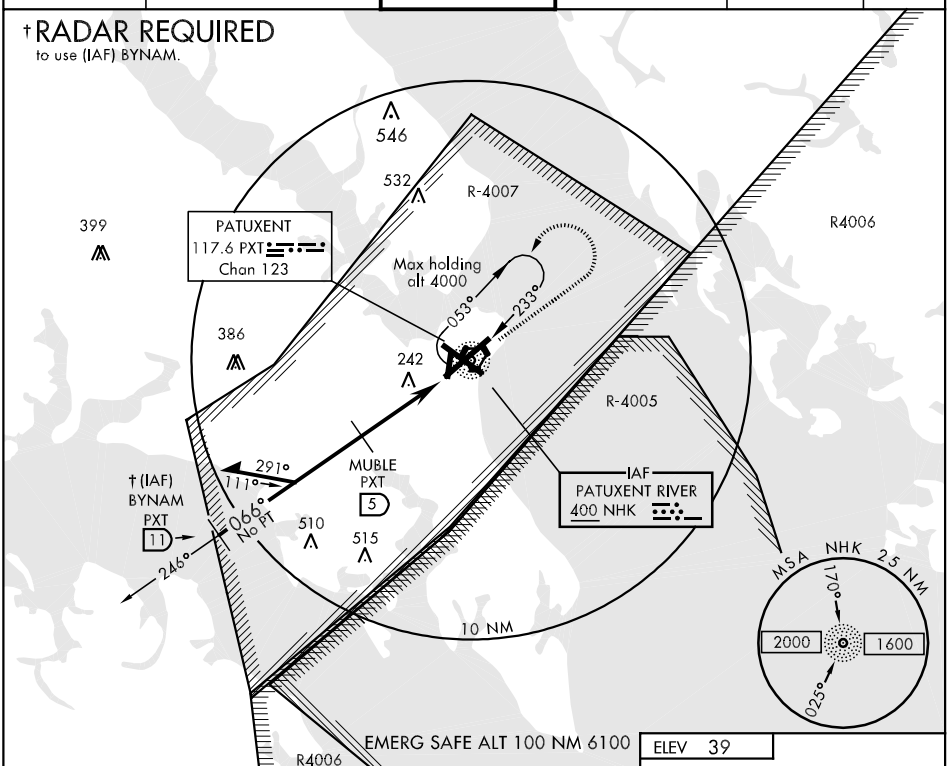
* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

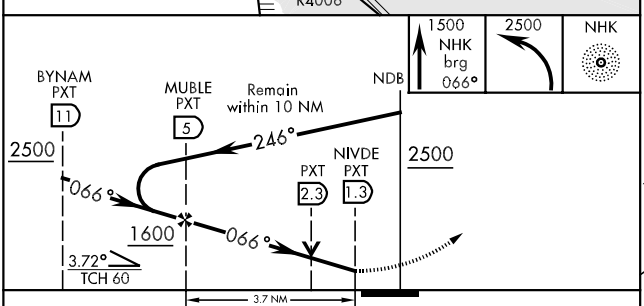
ALSF-1

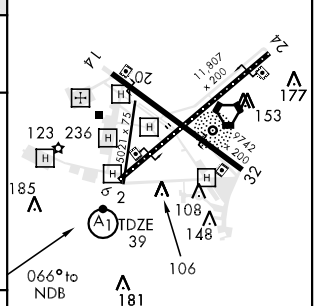
MISSED APPROACH: Climb to 1500 via NHK 066° bearing, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

†RADAR REQUIRED
to use (IAF) BYNAM.







HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
S-6 *	560-½ 521 (600-½)		560-1 521 (600-1)	560-1¼ 521 (600-1¼)
CIRCLING	560-1 521 (600-1)		560-1½ 521 (600-1½)	600-2 561 (600-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,807
059°	TDZE	39
	Arpt Elev	39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

T * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1¾ miles.

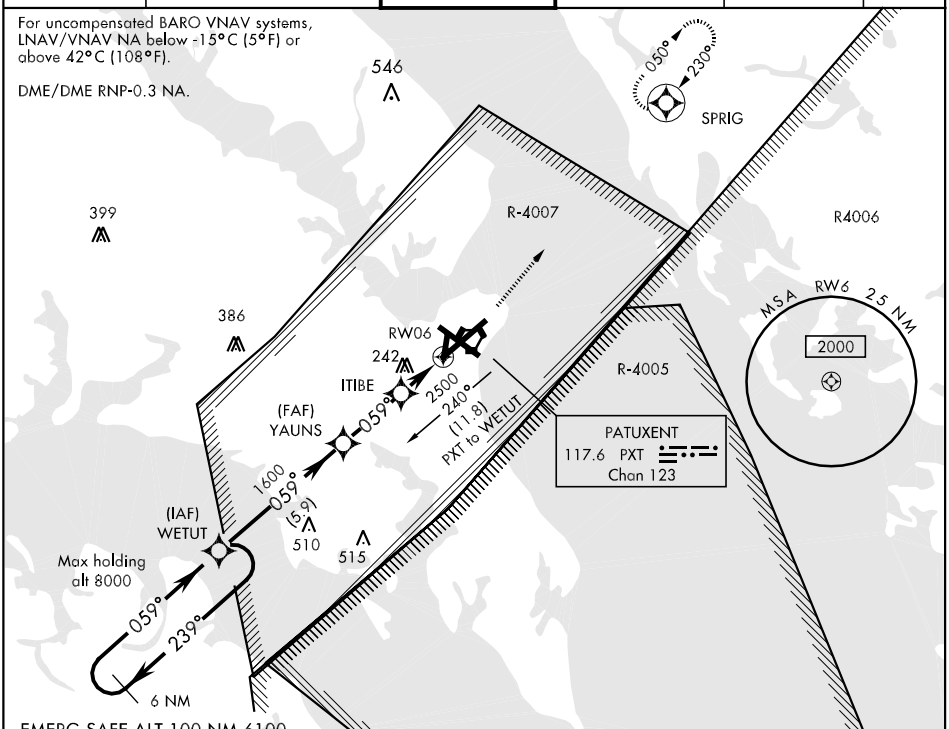
ALSF-1 A1

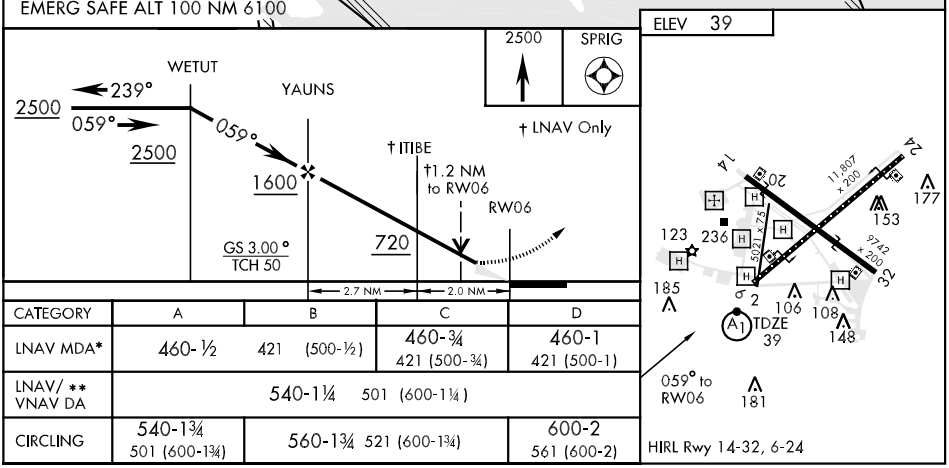
MISSED APPROACH: Climb to 2500 direct SPRIG and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.





CATEGORY	A	B	C	D
LNAV MDA*	460-½ 421 (500-½)		460-¾ 421 (500-¾)	460-1 421 (500-1)
LNAV/ ** VNAV DA	540-1¼ 501 (600-1¼)			
CIRCLING	540-1¾ 501 (600-1¾)	560-1¾ 521 (600-1¾)		600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 14

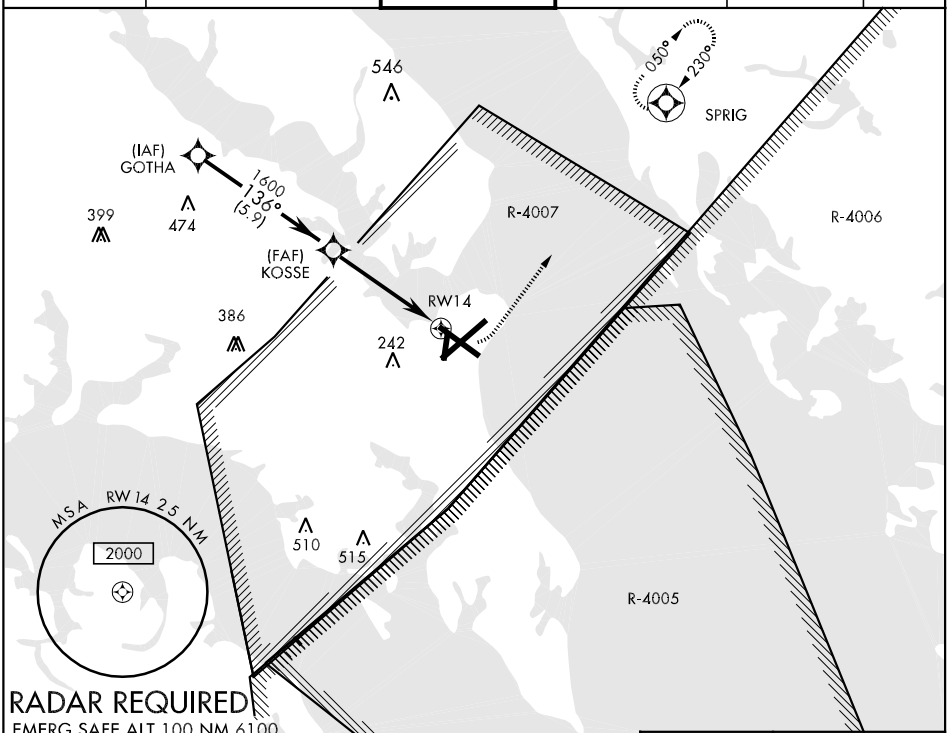
APCH CRS	Rwy ldg	9742
136°	TDZE	27
	Arpt Elev	39

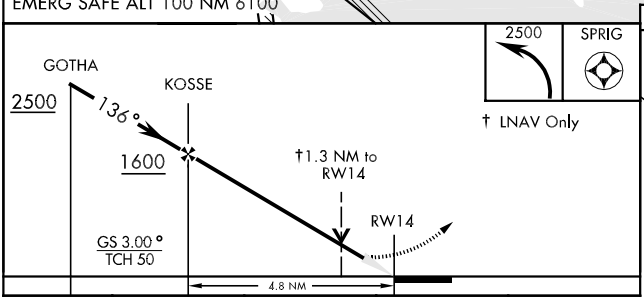
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

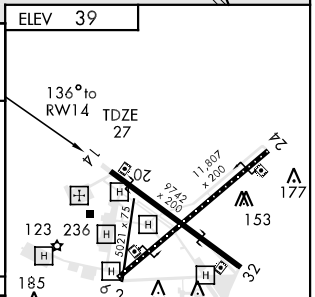
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	400-1 373 (400-1)			400-1¼ 373 (400-1¼)
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 24

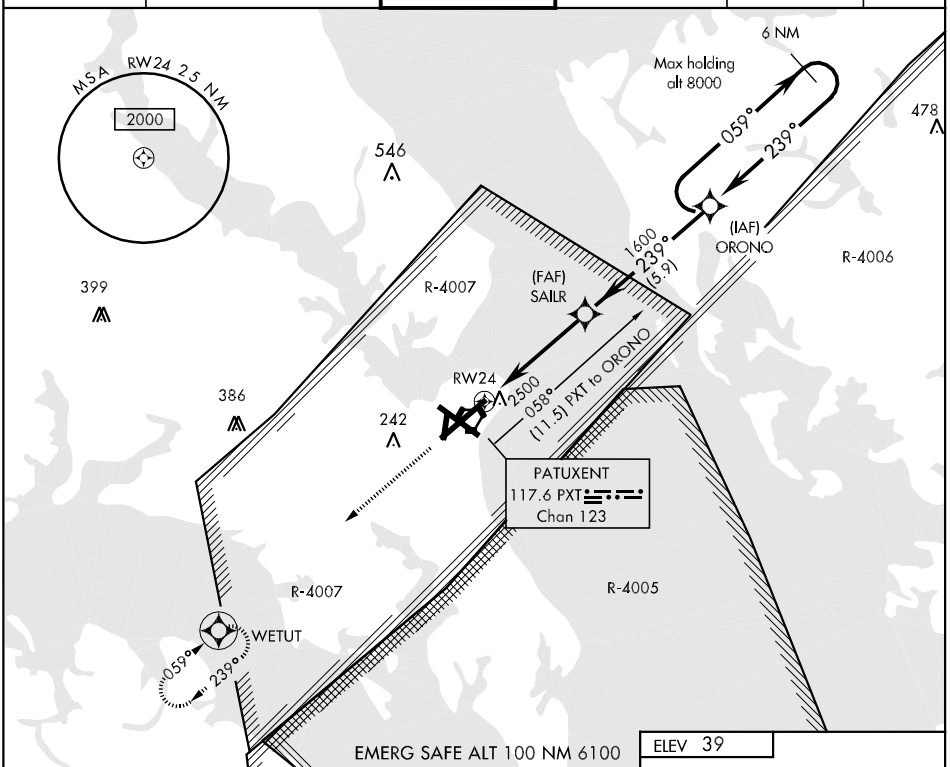
APCH CRS	Rwy ldg	11,807
239°	TDZE	20
	Arpt Elev	39

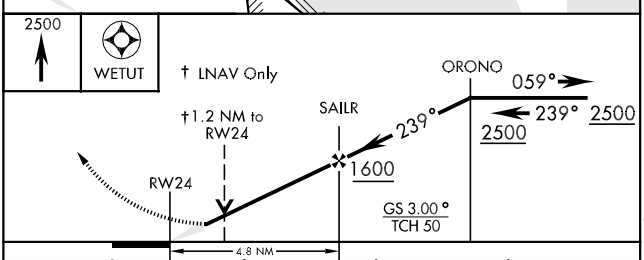
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

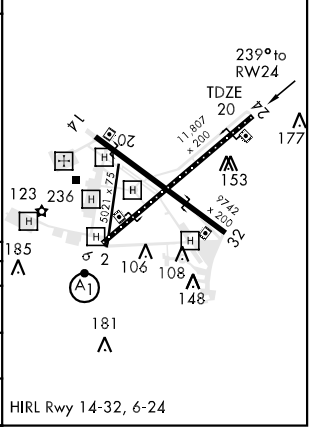
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	340-1 320 (400-1)			340-1¼ 320 (400-1¼)
LNAV MDA	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Y RWY 32

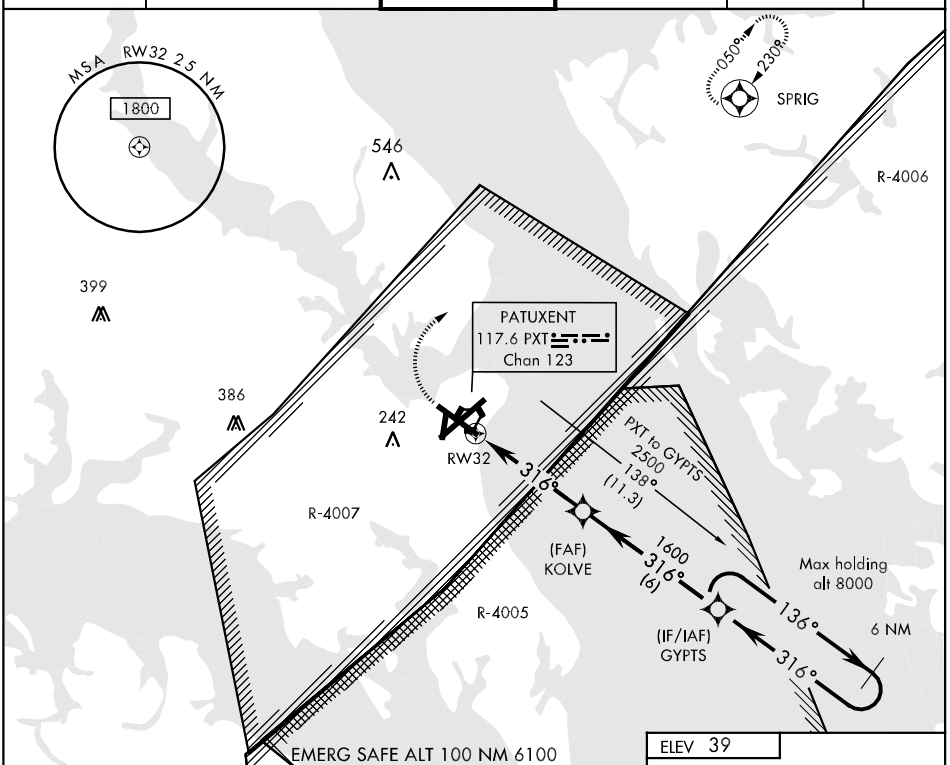
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

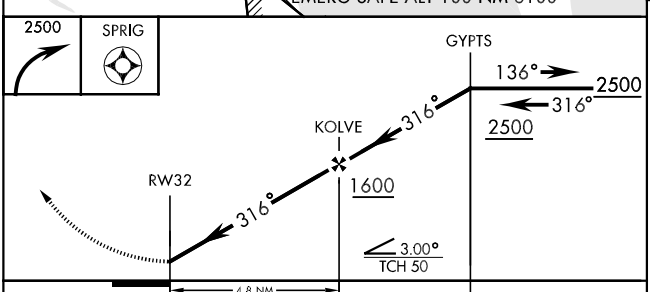
APCH CRS	Rwy ldg	9742
316°	TDZE	18
	Arpt Elev	39

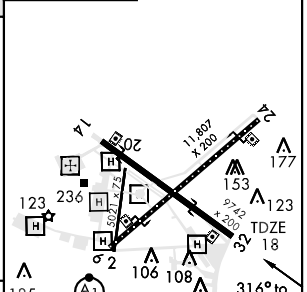
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

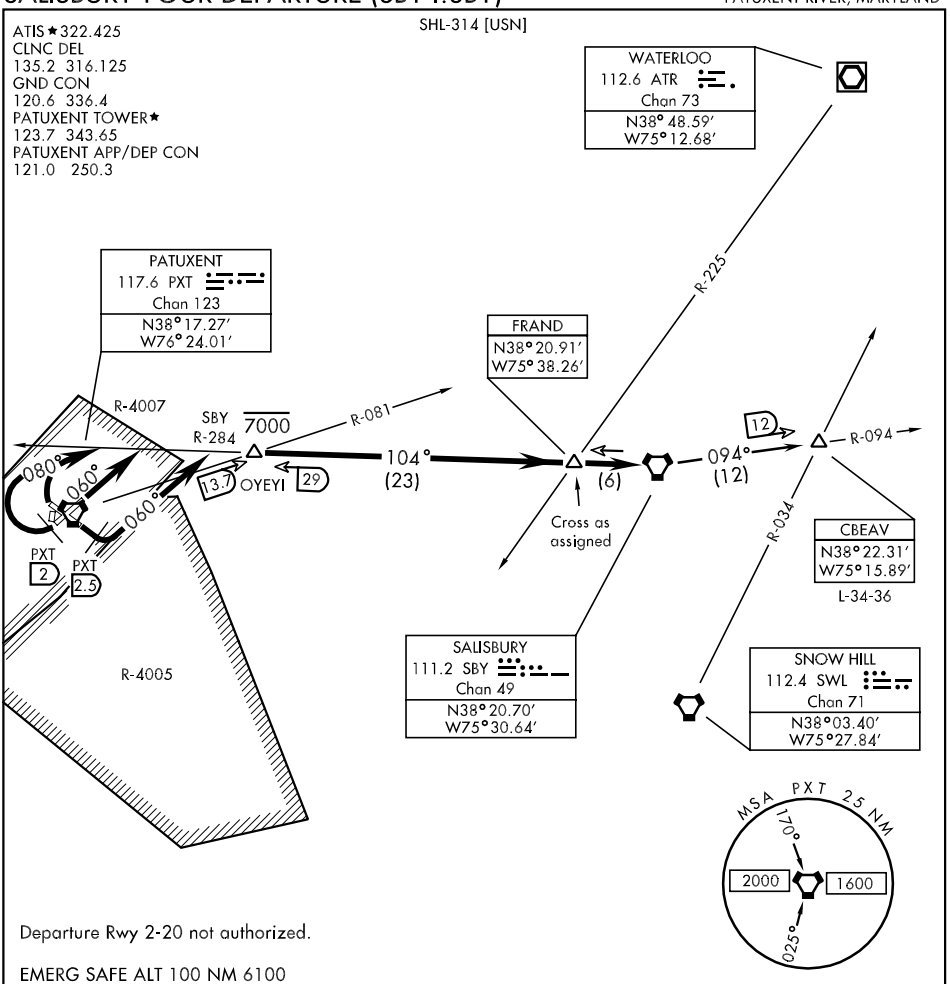






CATEGORY	A	B	C	D
LNAV MDA	420-1 402 (400-1)		420-1¼ 402 (400-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010



Departure Rwy 2-20 not authorized.

EMERG SAFE ALT 100 NM 6100

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 via heading 060°, thence...

TAKE-OFF RWY 14: Climbing left turn to 6000 via heading 060° within PXT VORTAC 2.5 DME, thence...

TAKE-OFF RWY 24: Climb on heading 240° to PXT 2 DME, then climbing right turn to 6000 via heading 080°, thence...

TAKE-OFF RWY 32: Climbing right turn to 6000 via heading 080°, thence...

Intercept SBY VORTAC R-284, then via SBY R-284 to SBY. Cross FRAND as assigned. Then via assigned route or transition..

CBEAV TRANSITION (SBY4.CBEAV): Via SBY R-094 to CBEAV.

NE-3, 23 SEP 2010 to 21 OCT 2010

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

ATIS★322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
PATUXENT TOWER★
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

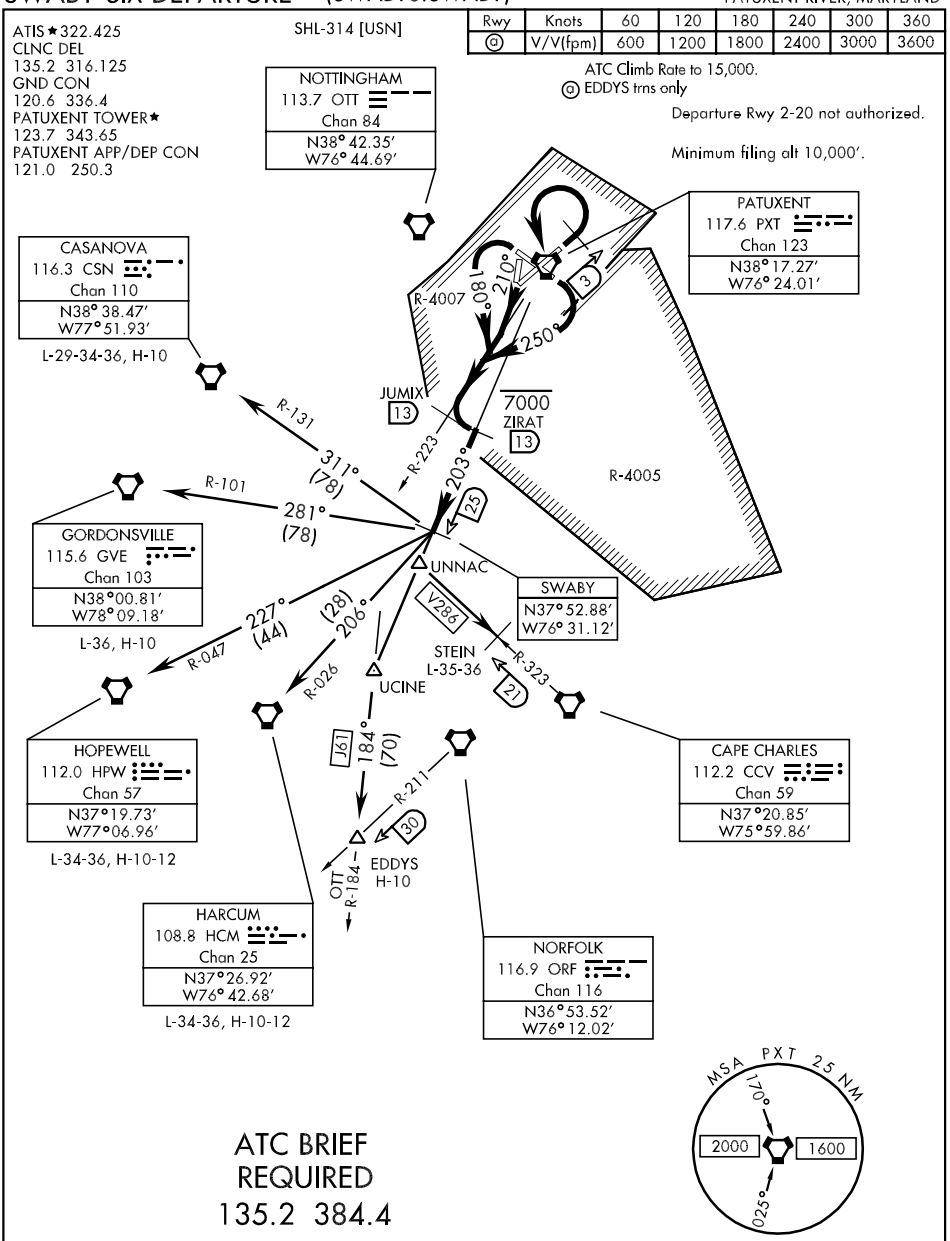
SHL-314 [USN]

Rwy	Knots	60	120	180	240	300	360
ⓐ	V/V(fpm)	600	1200	1800	2400	3000	3600

ATC Climb Rate to 15,000.
ⓐ EDDYS trns only

Departure Rwy 2-20 not authorized.

Minimum filing alt 10,000′.



ATC BRIEF
REQUIRED
135.2 384.4

TACAN REQUIRED

EMERG SAFE ALT 100 NM 6100

Chart not to scale

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb to 3000 via heading 060°, at PXT VORTAC 3 DME turn left direct PXT, thence. . .

TAKE-OFF RWY 14: Climbing right turn to 3000 via heading 250° within PXT 2.5 DME, intercept PXT R-223, thence. . .

TAKE-OFF RWY 24: Climbing left turn to 3000 via heading 210°, intercept PXT R-223, thence. . .

TAKE-OFF RWY 32: Climbing left turn to 3000 via heading 180°, intercept PXT R-223, thence. . .

Via R-223 to JUMIX, PXT R-223/13 DME, then arc CCW SW of PXT via 13 mile arc to ZIRAT, PXT R-203/13 DME, then via PXT R-203 to SWABY, PXT R-203/25 DME, then via assigned transition or expect radar vectors to join assigned route. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY6.CSN): Via CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY6.EDDYS): Via PXT R-203 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY6.GVE): Via GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY6.HCM): Via HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY6.HPW): Via HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY6.STEIN): Via PXT R-203 to UNNAC, then via CCV VORTAC R-323 to STEIN.

TACAN RWY 6

VORTAC PXT 117.6 Chan 123	APCH CRS 065°	Rwy ldg 11,807 TDZE 39 Arpt Elev 39

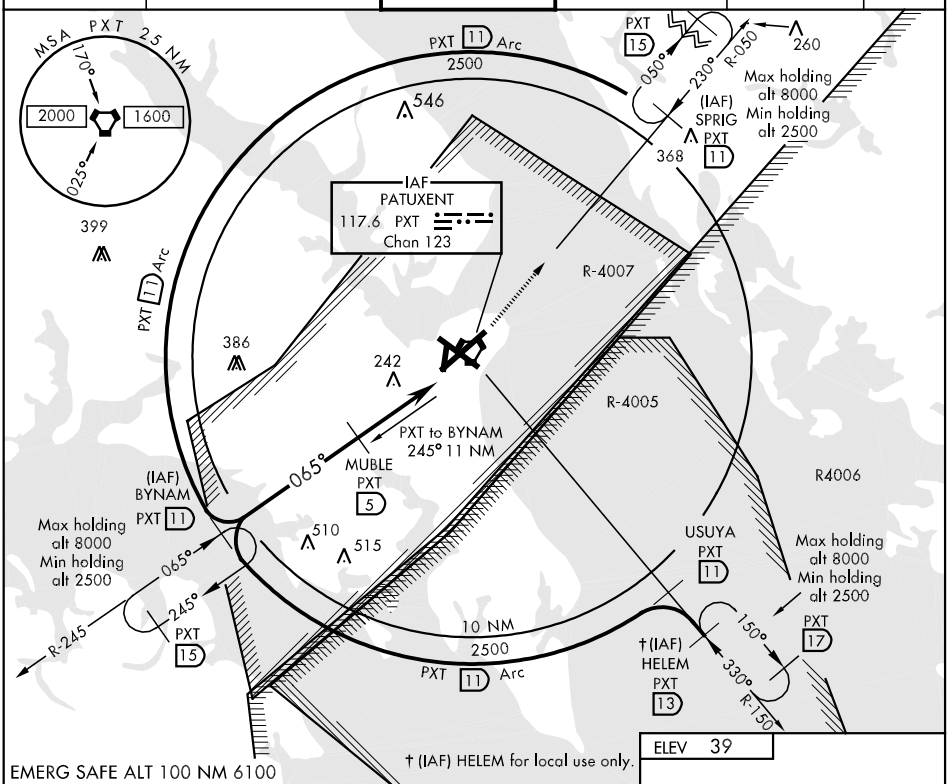
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

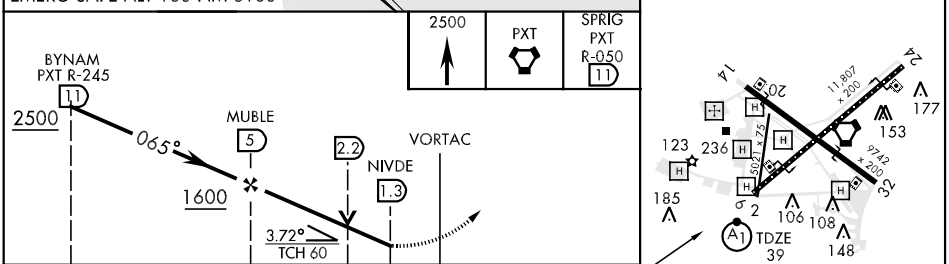
* When ALS inop increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

ALSF-1 A1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via R-050 to SPRIG and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-6 *	500-½ 461 (500-½)		500-¾ 461 (500-¾)	500-1 461 (500-1)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

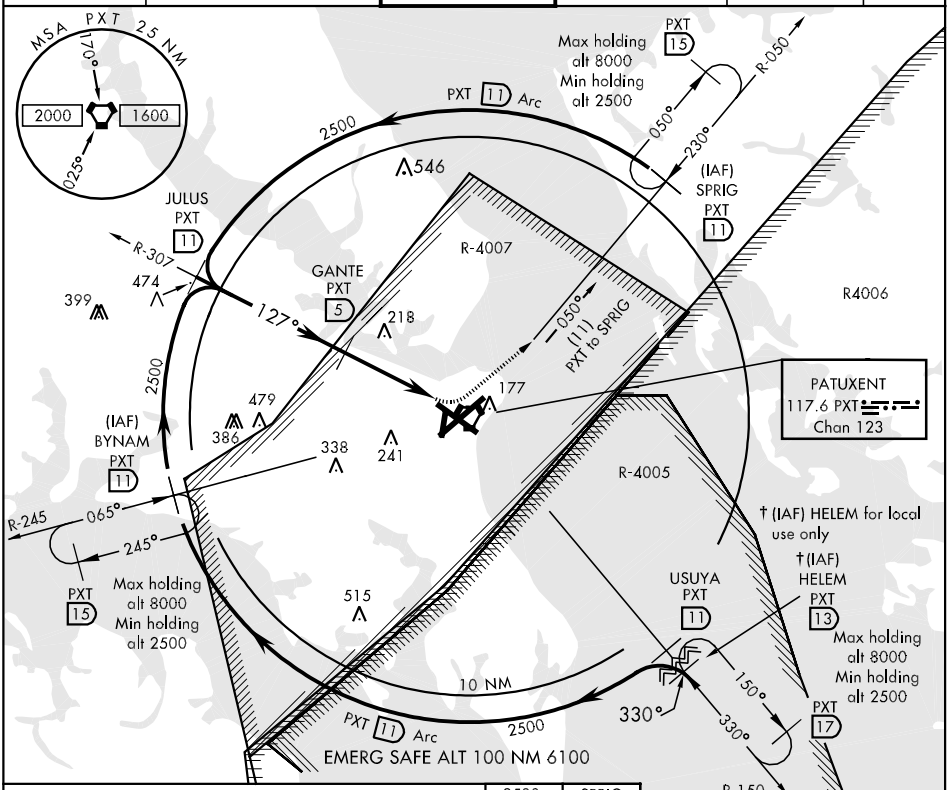
TACAN RWY 14

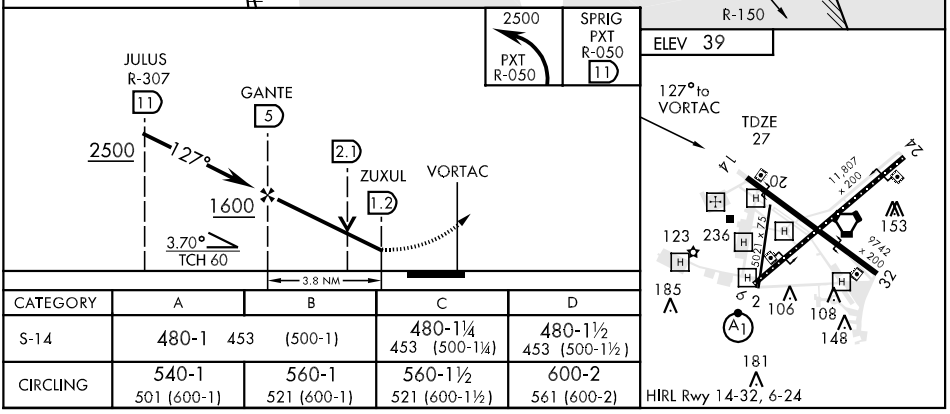
VORTAC PXT 117.6 Chan 123	APCH CRS 127°	Rwy ldg 9742 TDZE 27 Arpt Elev 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climbing left turn to 2500 via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-14	480-1 453 (500-1)		480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 32

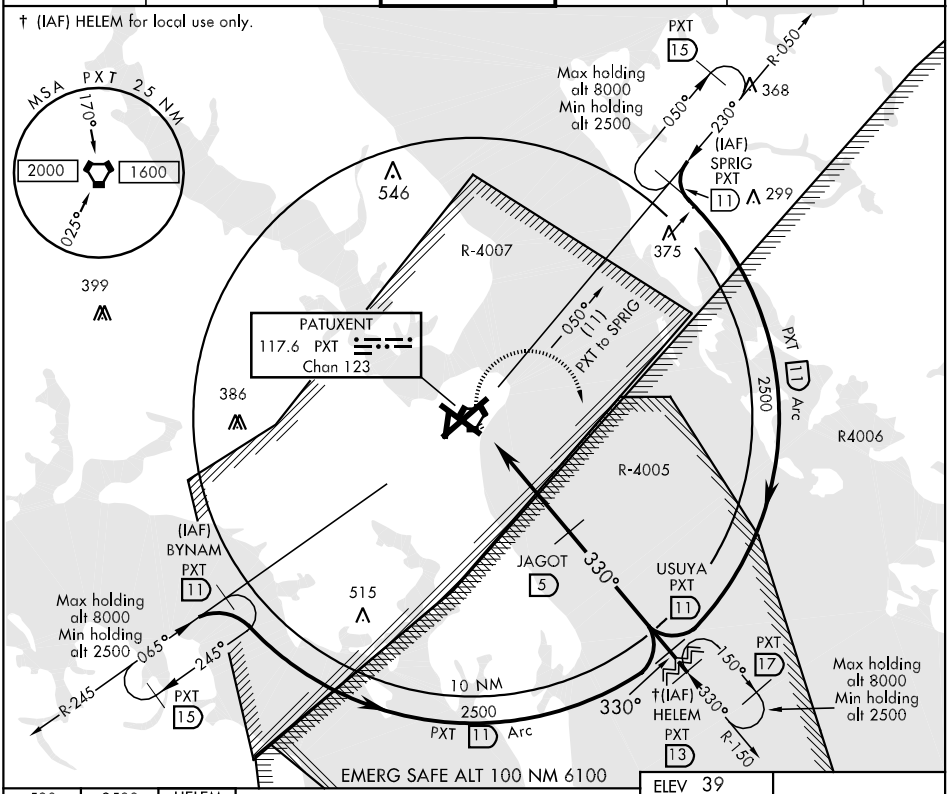
VORTAC PXT 117.6 Chan 123	APCH CRS 330°	Rwy ldg 9742 TDZE 18 Arpt Elev 39

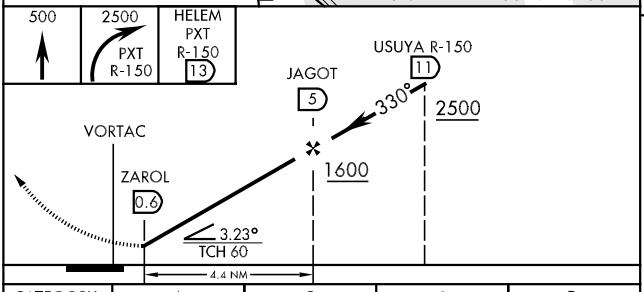
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

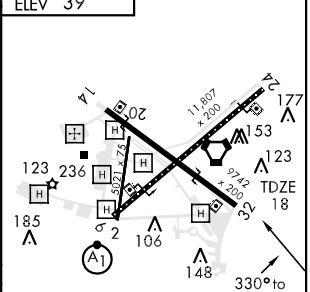
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 to intercept the PXT R-150 to HELEM and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

† (IAF) HELEM for local use only.







CATEGORY	A	B	C	D
S-32	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN RWY 24

VORTAC PXT 117.6 Chan 123	APCH CRS 230°	Rwy ldg 11,807 TDZE 20 Arpt Elev 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

MISSED APPROACH: Climbing right turn to 2500, intercept the R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

† (IAF) HELEM for local use only.

Use of timing table with TACAN approach NA.

MSA PXT 25 NM 170° 2000 1600 025°

PXT 11 Arc

Max holding alt 8000 Min holding alt 2500

PXT 15 R-050 050° 230° 368

(IAF) SPRIG PXT 11

R-4006

2500 546 R-4007 230° 375

FEKET PXT 5

PATUXENT 117.6 PXT Chan 123

050° (11) PXT to SPRIG

399 386

R-4005

2500 PXT 11 Arc

(IAF) BYNAM PXT 11

Max holding alt 8000 Min holding alt 2500

065° 245° R-245

515

R-150

USUYA PXT 11

† (IAF) HELEM PXT 13

150° 330° 330°

PXT 17

Max holding alt 8000 Min holding alt 2500

10 NM

EMERG SAFE ALT 100 NM 6100

2500 PXT R-050

SPRIG PXT R-050 11

SPRIG R-050 11

FEKET 5

VORTAC ZOSAX 1

230° 2500 1600

3.38° TCH 60

4 NM

ELEV 39

230° to VORTAC

TDZE 20

11,807 × 200

9742 × 200

5021 × 75

123 236 185 2 106 106 148 181 153 177 A1

HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
S-24	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 23 SEP 2010 to 21 OCT 2010

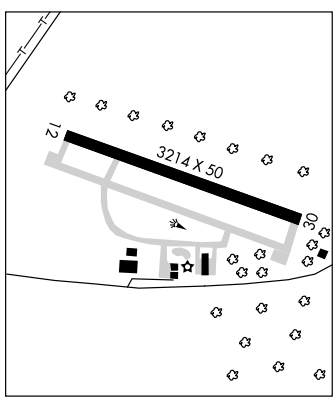
NE-3, 23 SEP 2010 to 21 OCT 2010

PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
RWY 04–22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
RWY 22: ODALS. PVASI(PSIL).
RWY 17–35: H5004X149 (ASPH) PCN 10 F/C/W/T
RWY 08–26: H4849X149 (ASPH) PCN 11 F/B/W/T
MILITARY SERVICE: LGT HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
MILITARY REMARKS: Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
COMMUNICATIONS: ATIS 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
TOWER 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
AIRSPACE: CLASS D svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(T) VORW/DME 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
ABERDEEN NDB (MHW) 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

PIER 7 (See BALTIMORE)

POTOMAC AIRFIELD (See FRIENDLY)

RIDGELY AIRPARK (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
RWY 12–30: H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
RWY 12: REIL. Trees. **RWY 30:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2130Z‡. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (410) 634–1072.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (RNAV/GPS Rwy 30)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.



ST. MARY'S COUNTY RGNL (See LEONARDTOWN)

APP CRS	Rwy ldg	3214
121°	TDZE	64
	Apt Elev	64

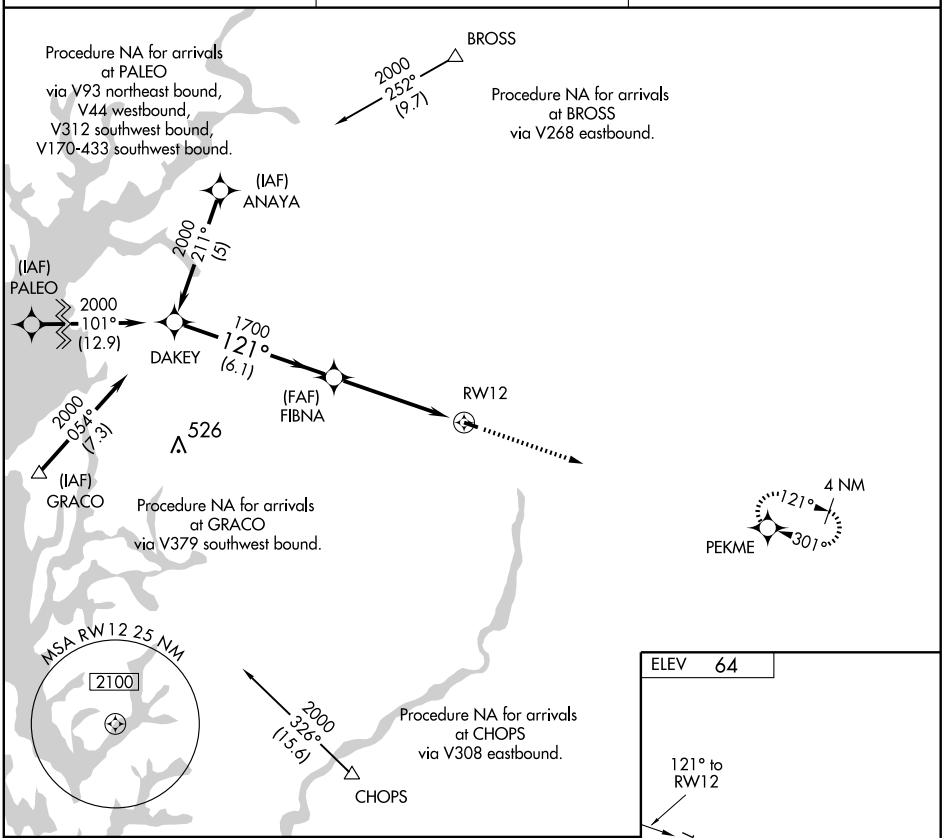
RNAV (GPS) RWY 12
RIDGELY AIRPORT (RJD)

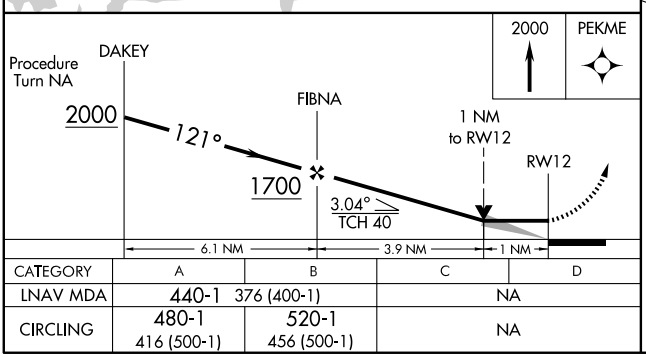
NA

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

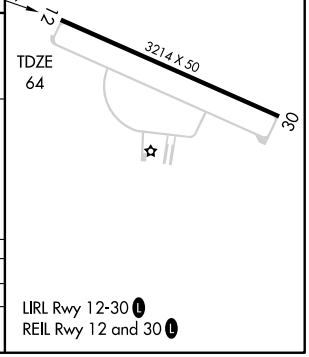
MISSED APPROACH: Climb to 2000 direct PEKME WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	124.55 317.425	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1 376 (400-1)		NA	
CIRCLING	480-1 416 (500-1)	520-1 456 (500-1)	NA	



LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	3214
301°	TDZE	64
	Apt Elev	64

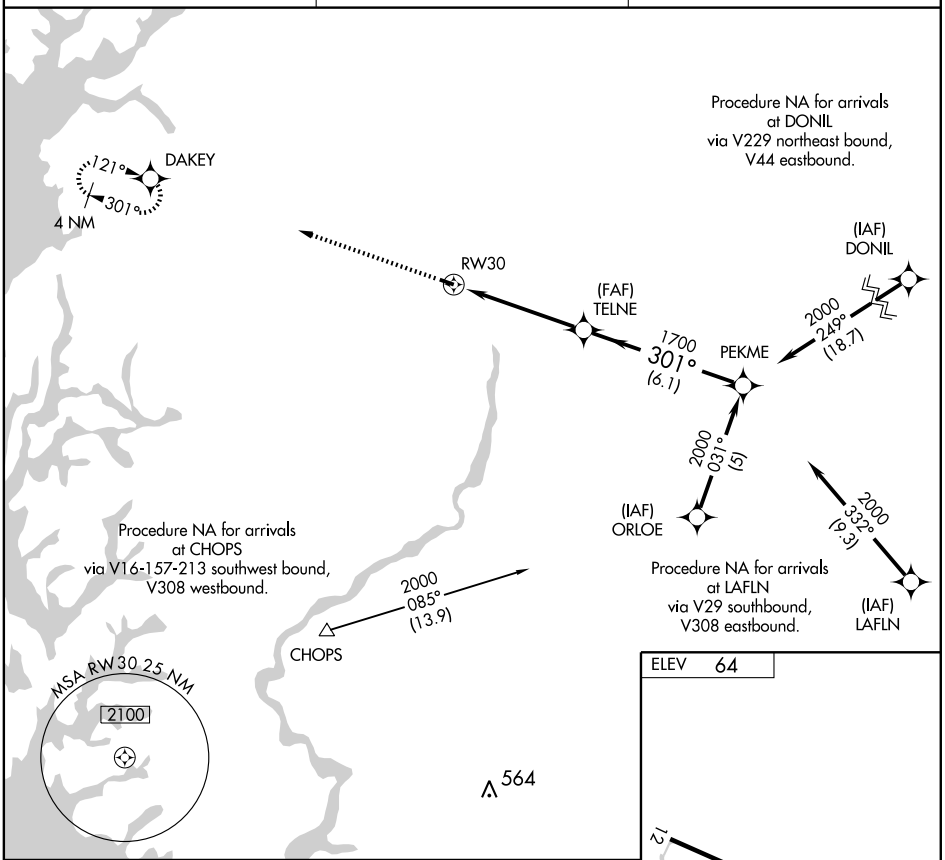
RNAV (GPS) RWY 30
RIDGELY AIRPORT (RJD)

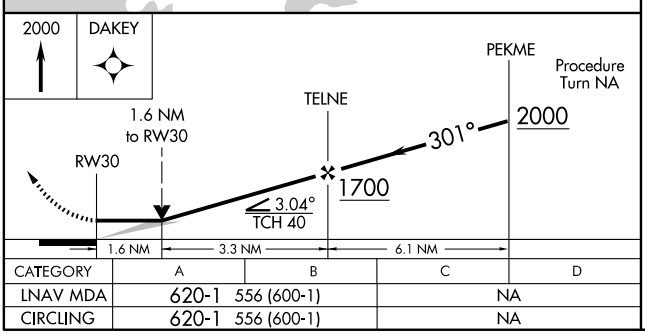
NA

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

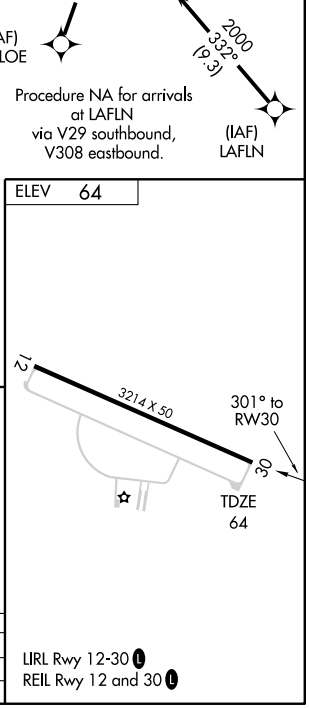
MISSED APPROACH: Climb to 2000 direct DAKEY WP and hold.

AWOS-3	DOVER APP CON	UNICOM
120.225	132.425 257.875	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1	556 (600-1)	NA	
CIRCLING	620-1	556 (600-1)	NA	



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

ASOS
118.325
SALISBURY TOWER★
119.425
GND CON
123.775
CLNC DEL
118.55 (2230-0600)
123.775 (0600-2230)

D

FIELD ELEV 52

38°21.0'N

200 X 140

ELEV 46

138.3°

TERMINAL

TWR 128

FIRE STATION

GENERAL AVIATION PARKING

ELEV 50

23

228.3°

VAR 11.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

6400 X 100

5000 X 100

048.3°

5

ELEV 45

210 X 140

32

318.3°

ELEV 53

38°20.0'N

RWY 05-23
S-30, D-65, 2S-83
RWY 14-32
PCN 32 F/B/Y/T
S-76, D-126, 2S-146, 2D-423, 2D/2D2-749

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°31.0'W

75°30.0'W

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

SALISBURY

BENNETT (1N5) 4 NW UTC−5(−4DT) N38°24.76′ W75°37.01′ **WASHINGTON**

42 B NOTAM FILE DCA

RWY 17–35: 3134X95 (TURF) LIRL

RWY 17: APAP(PNIL)—GA 4.0 TCH 23′. Thld dsplcd 237′. Road.

RWY 35: Thld dsplcd 741′. Trees.

RWY 08–26: 2270X95 (TURF)

RWY 08: Thld dsplcd 400′. Trees. **RWY 26:** Thld dsplcd 300′. Road.

AIRPORT REMARKS: Attended dawn–dusk. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Arpt lgts opr dusk–0400Z‡. Rwy 08–26 dsplcd thld marked with cones. Rwy 17–35 dsplcd thlds marked with cones. ACTIVATE LIRL Rwy 17–35—CTAF.

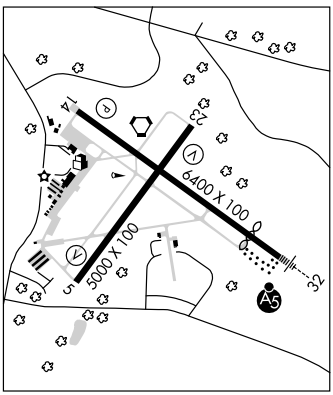
COMMUNICATIONS: CTAF/UNICOM 122.8

SALISBURY–OCEAN CITY WICOMICO RGNL (SBY) 4 SE UTC−5(−4DT) **WASHINGTON**

N38°20.41′ W75°30.57′ **H–10I, 12I, L–34F, 36I, A**

52 B S4 **FUEL** 100LL, JET A TPA—1052 (1000) ARFF Index—See Remarks **IAP, AD**

NOTAM FILE SBY



RWY 14–32: H6400X100 (ASPH–CONC) S–76, D–126, 2S–146, 2D–423, 2D/2D2–749 HIRL PCN 32 F/B/Y/T

RWY 14: REIL. PAPI(4PL)—GA 3.0° TCH 45′. Tree.

RWY 32: MALSR. Thld dsplcd 900′.

RWY 05–23: H5000X100 (ASPH) S–30, D–65, 2S–83 MIRL

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 14:	TORA–6400	TODA–6400	ASDA–6400	LDA–6400
RWY 23:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 32:	TORA–6400	TODA–6400	ASDA–6400	LDA–5500

AIRPORT REMARKS: Attended 1230–2100Z‡. FBO hrs 1100–0200Z‡. For svcs after hrs call 410–749–0323. Deer and birds on and invof arpt. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 410–548–4827. Class I, ARFF Index A. Index B coverage provided. Numerous military training activity on and invof arpt. Numerous cracks and spalling on Twy C between Twy E and Rwy 05. Numerous cracks and spalling on Twy E between Twy A and Rwy 05. Twy E clsd between Twy A and Rwy 05–23 exc for hangared acft. MALSR Rwy 32 OTS indef. When twr clsd ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32; REIL Rwy 05, Rwy 23, Rwy 14 and twy lgts—CTAF. ACTIVATE MALSR Rwy 32–122.95.

WEATHER DATA SOURCES: ASOS 118.325 (410) 341–0868.

COMMUNICATIONS: CTAF 119.425 **UNICOM** 122.95

RCO 122.1R 111.2T (LEESBURG RADIO)

RCO 122.3 122.2 (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays) **CLNC DEL** 118.55 (0330–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

TOWER 119.425 (1100–0330Z‡) **GND CON** 123.775 **CLNC DEL** 123.775 (1100–0330Z‡)

AIRSPACE: CLASS D svc 1100–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

(L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ at fld. 50/12W.

VOR portion unusable:

294°–007° blo 5000′
007°–026° byd 20 NM blo 7000′
027°–089° byd 13 NM blo 5000′
090°–110° byd 20 NM blo 5000′
111°–113° byd 19 NM blo 5000′
114°–120° byd 16 NM blo 5000′
261°–285° blo 6000′

DME: unusable 009°–055° byd 30 NM.

ILS 108.7 I–SBY Rwy 32. Class IE.

LOC I-SBY	APP CRS	Rwy ldg	5500
108.7	319°	TDZE	52
		Apt Elev	52

ILS or LOC RWY 32

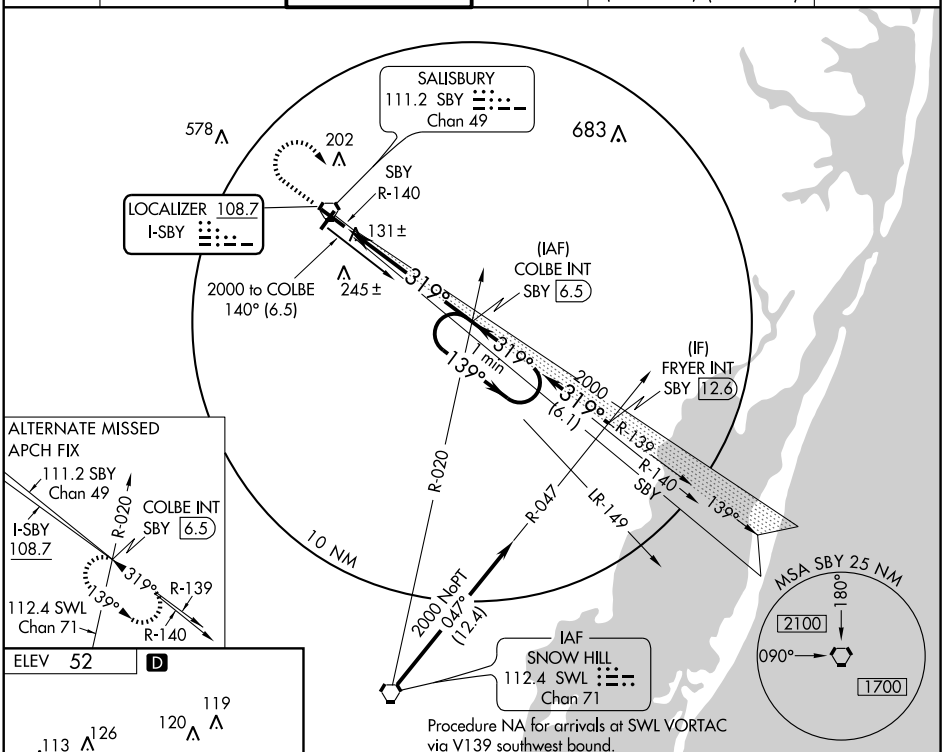
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 170° and SBY VORTAC R-140 to COLBE INT/SBY 6.5 DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5



Procedure NA for arrivals at SWL VORTAC via V139 southwest bound.

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-ILS 32	252-½ 200 (200-½)			
S-LOC 32	400-½ 348 (400-½)			400-¾ 348 (400-¾)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

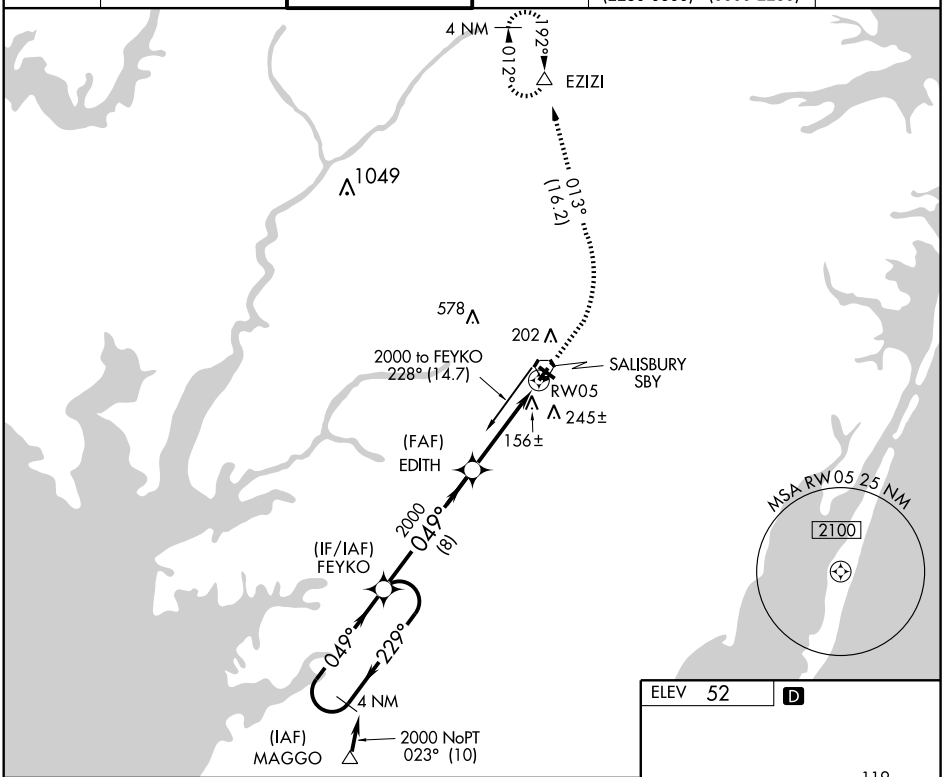
RNAV (GPS) RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

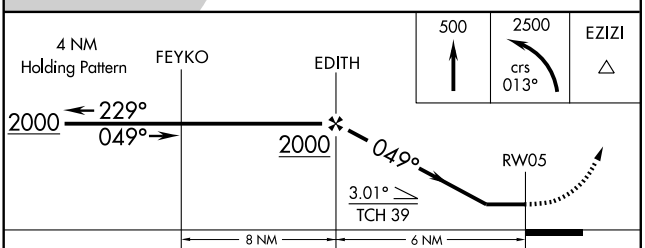
APP CRS	Rwy ldg	5000
049°	TDZE	48
	Apt Elev	52

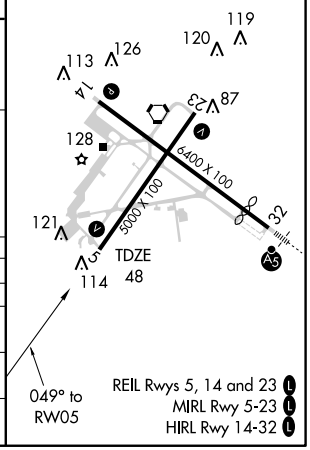
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 372 (400-1)			420-1¼ 372 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 14
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

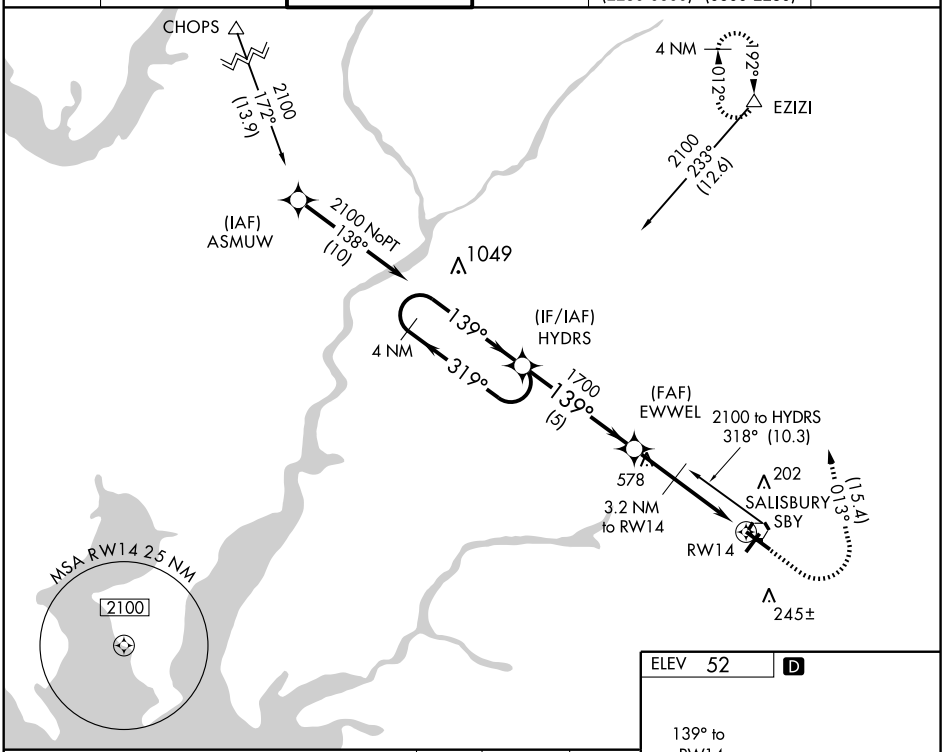
APP CRS	Rwy ldg	6400
139°	TDZE	49
	Apt Elev	52

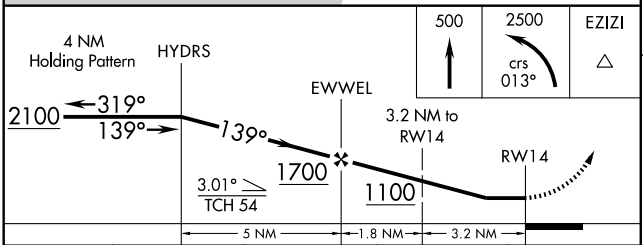
T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

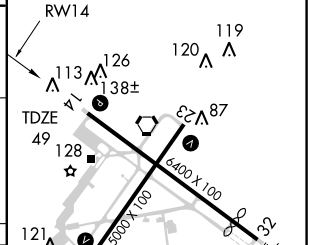
MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★		SALISBURY TOWER ★	GND CON	CLNC DEL		UNICOM
118.325	127.95	314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600)	123.775 (0600-2230)	122.95 A5





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	400-1 351 (400-1)			400-1¼ 351 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5000
229°	TDZE	50
	Apt Elev	52

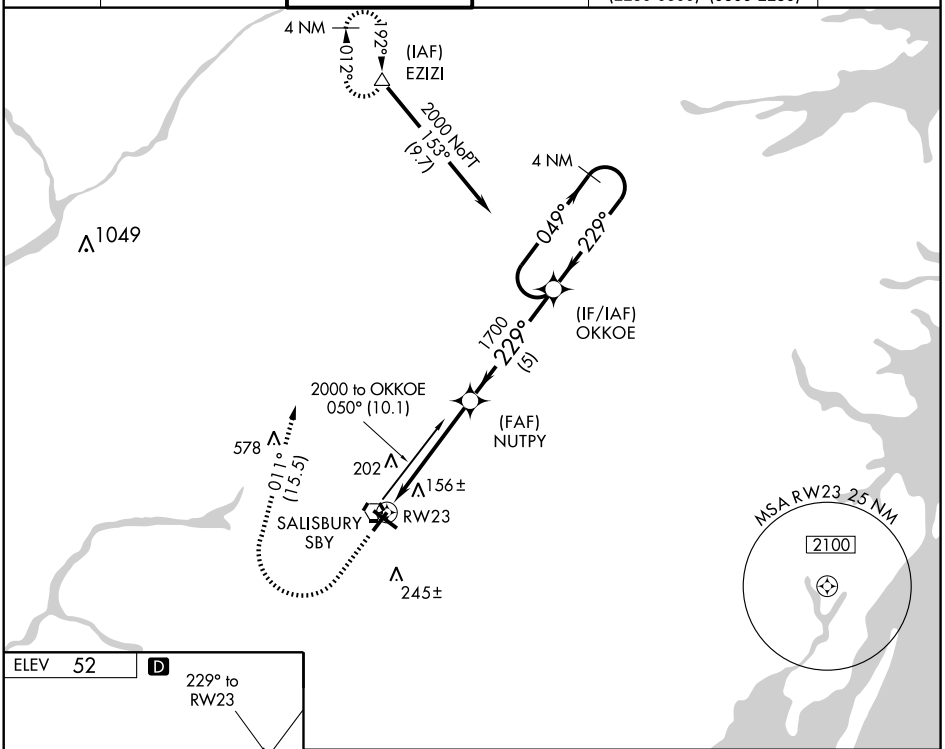
RNAV (GPS) RWY 23
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

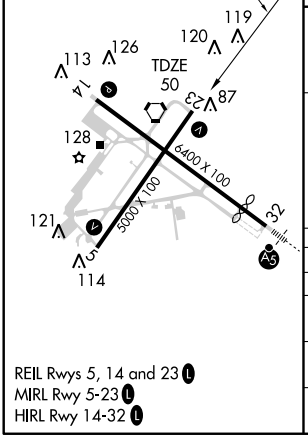
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

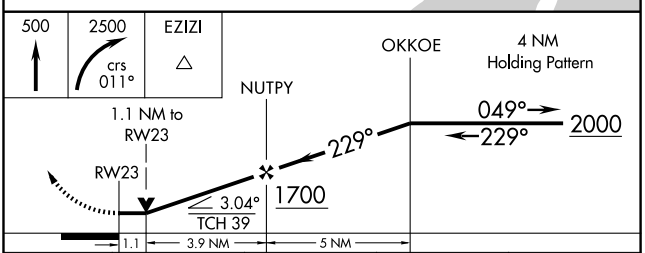
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via course 011° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 370 (400-1)			420-1¼ 370 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010
NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 48912 W32A	APP CRS 319°	Rwy ldg 5500 TDZE 52 Apt Elev 52

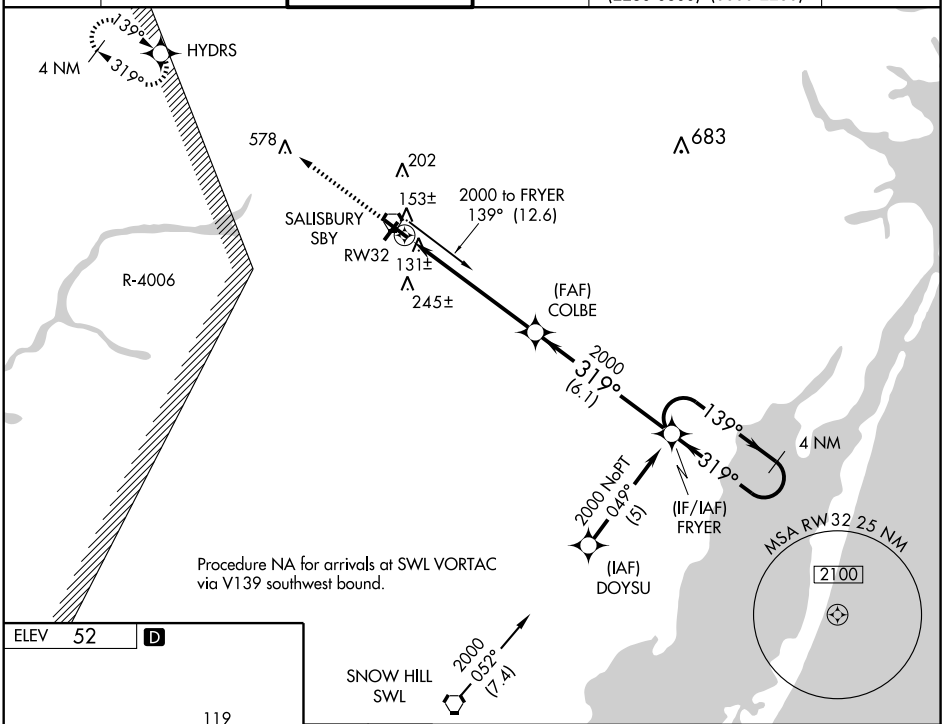
RNAV (GPS) RWY 32
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

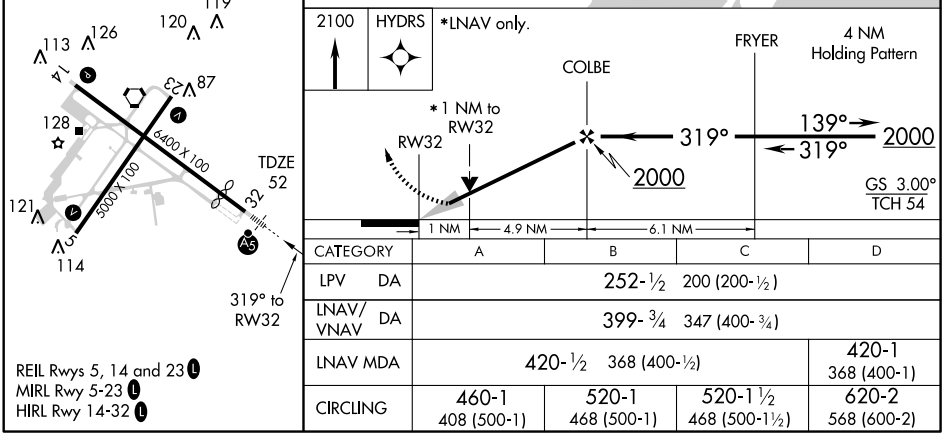
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gerogetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

MALSR A5

MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON★	SALISBURY TOWER★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5





CATEGORY	A	B	C	D
LPV DA	252-½ 200 (200-½)			
LNAV/VNAV DA	399-¾ 347 (400-¾)			
LNAV MDA	420-½ 368 (400-½)			420-1 368 (400-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

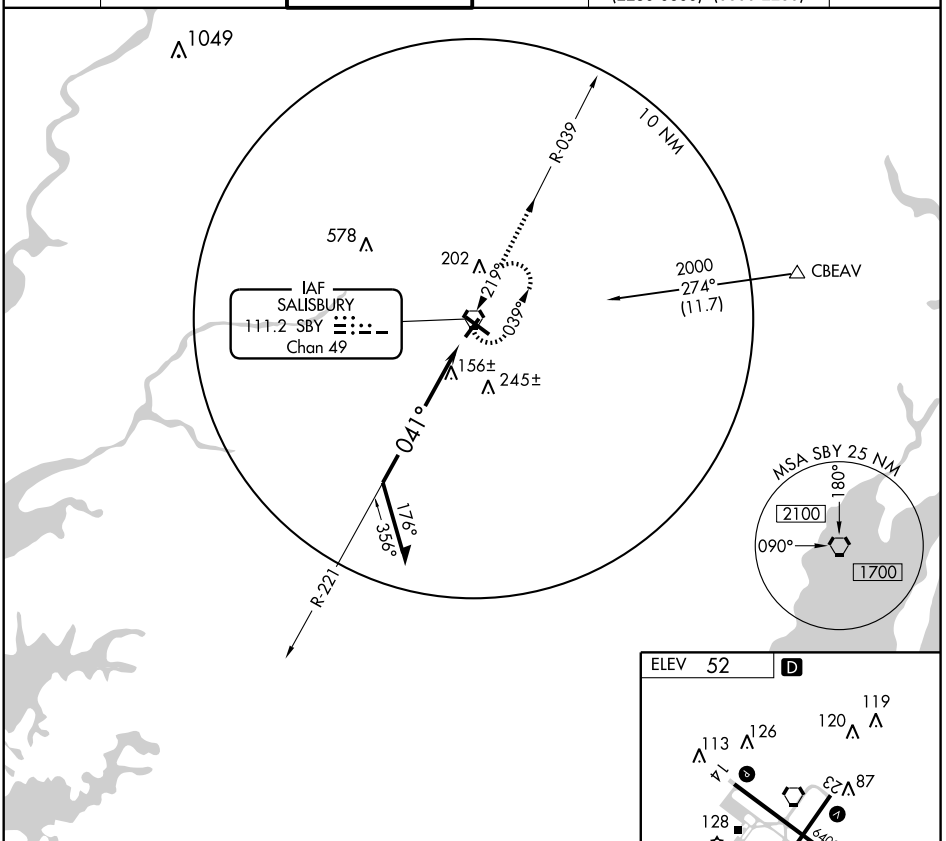
NE-3, 23 SEP 2010 to 21 OCT 2010

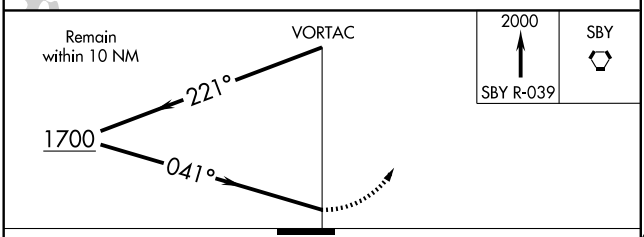
VORTAC SBY 111.2 Chan 49	APP CRS 041°	Rwy ldg 5000 TDZE 48 Apt Elev 52

VOR RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

MISSED APPROACH: Climb to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5





CATEGORY	A	B	C	D
S-5	460-1 412 (500-1)		460-1¼ 412 (500-1¼)	
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

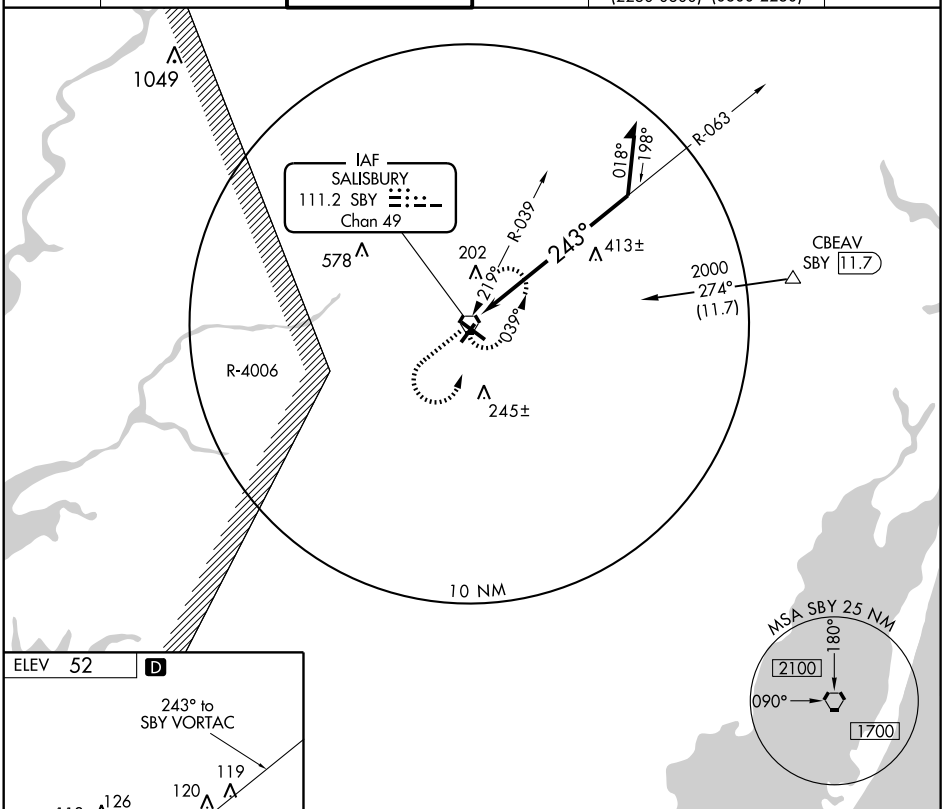
VORTAC SBY 111.2 Chan 49	APP CRS 243°	Rwy ldg 5000 TDZE 50 Apt Elev 52

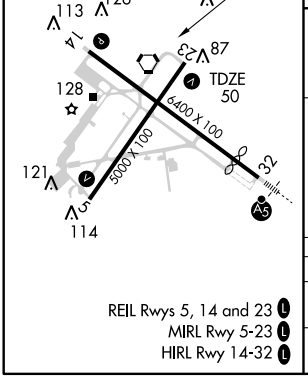
VOR RWY 23
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

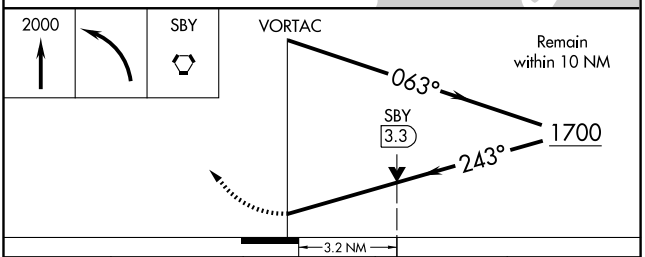
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Georgetown altimeter setting and increase all MDA 60 feet. VDP NA when using Gerogetown altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5







REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-23	1100-1¼ 1050 (1100-1¼)	1100-1½ 1050 (1100-1½)	1100-3 1050 (1100-3)	
CIRCLING	1100-1¼ 1048 (1100-1¼)	1100-1½ 1048 (1100-1½)	1100-3 1048 (1100-3)	

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SBY	APP CRS	Rwy ldg 5500
111.2	325°	TDZE 52
Chan 49		Apt Elev 52

VOR RWY 32

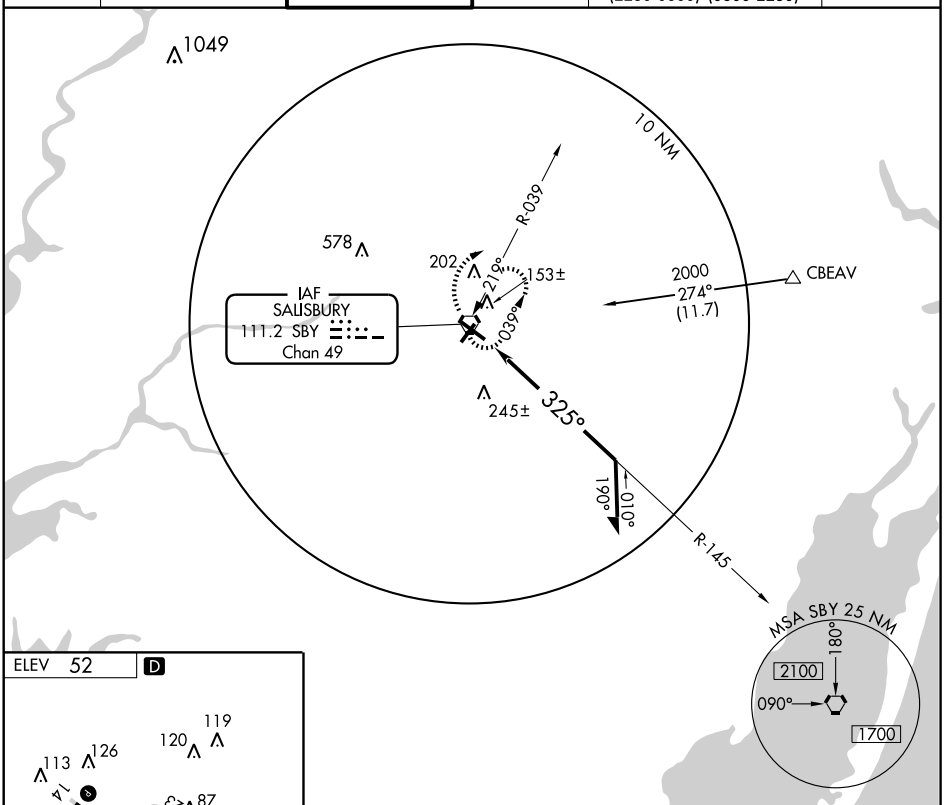
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

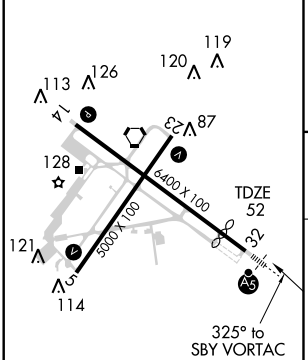
CAT D S-32 visibility increased ¼ mile for inoperative MALSR.

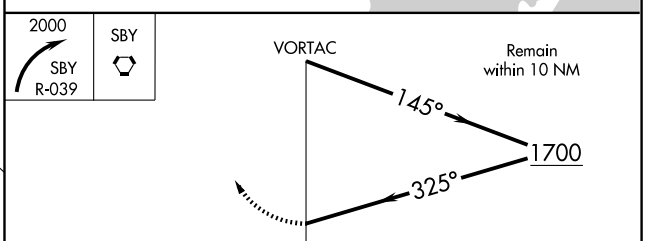
MALSR

MISSED APPROACH: Climbing right turn to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5







REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	460-½ 408 (500-½)		460-¾ 408 (500-¾)	460-1 408 (500-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

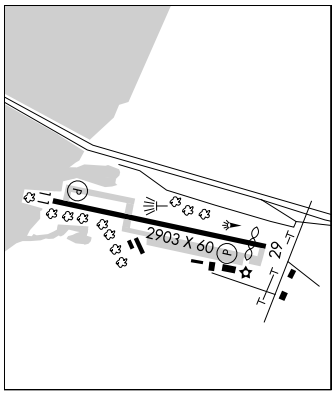
NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

SNOW HILL N38°03.40′ W75°27.84′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 112.4 SWL Chan 71 187° 7.0 NM to NASA Wallops Flight Center. H–10I, 12I, L–36I
40/08W.
VOR portion unusable:
210°–225° byd 13 NM blo 4000′
210°–225° byd 18 NM blo 6000′
210°–225° byd 37 NM
225°–265° byd 10 NM blo 2500′
225°–265° byd 30 NM blo 9000′
265°–005° byd 20 NM blo 1500′
005°–020° byd 25 NM blo 1500′
020°–040° byd 20 NM blo 1700′
040°–045° byd 10 NM blo 2000′
RCO 122.6 122.1R 112.4T (LEESBURG RADIO)

STEVENSVILLE

BAY BRIDGE (W29) 1 W UTC−5(−4DT) N38°58.58′ W76°19.78′ WASHINGTON
15 B S4 **FUEL** 100LL, JET A TPA—1215(1200) NOTAM FILE W29 COPTER
RWY 11–29: H2903X60 (ASPH) MIRL 0.3% up E L–29E, 34F, 36I, A
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 38′. IAP
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 190′.
Road.
AIRPORT REMARKS: Attended 1330–2130Z‡. Unattended Thanksgiving, Christmas and New Years. Touch and go ops prohibited. Birds, deer, and other wildlife on and invof arpt. Noise abatement procedures in effect ctc arpt manager 410–643–4364. Noise sensitive residential area south of arpt; enter downwind for Rwy 29 over water twr south of fld. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (410) 643–8795.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **POTOMAC APP/DEP CON** 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′
W76°39.68′ 138° 19.4 NM to fld. 140/11W.



KENTMORR AIRPARK (3W3) 5 SW UTC−5(−4DT) N38°55.09′ W76°21.53′ WASHINGTON
10 TPA–1000 (990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 10: Thld dsplcd 200′. Trees. **RWY 28:** Thld dsplcd 150′. Road.
AIRPORT REMARKS: Unattended. Numerous birds, deer, other wildlife on and invof arpt. No ngt ops. Unlimited vehicle access to acft movement areas. Rwy 10–28 may be soft and wet. Preferred calm wind Rwy 28, for noise abatement. Preferred 90° crosswind Rwy 28, for noise abatement. Rwy 10–28 dsplcd thlds marked with orange cones, N edge lined with blue reflectors. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.
COMMUNICATIONS: CTAF 122.9

SUBURBAN (See LAUREL)

TIPTON (See FORT MEADE (ODENTON))

TRAPNELL FLD (See PATUXENT RIVER NAS)

WASHINGTON DC NAF (See ANDREWS AFB)

WASHINGTON EXECUTIVE/HYDE FIELD (See CLINTON)

WESTMINSTER N39°29.70′ W76°58.72′ NOTAM FILE DCA. WASHINGTON
(H) VORTAC 117.9 EMI Chan 126 235° 2.5 NM to Clearview Airpark. 820/08W. COPTER
HIWAS. H–10H, 12I, L–29E, 34F, 36I, A
VOR portion unusable:
128°–161° byd 20 NM blo 6500′
301°–334° blo 5500′
DME unusable 281°–055° byd 35 NM blo 3000′.
RCO 122.1R 117.9T (LEESBURG RADIO)

APP CRS	Rwy ldg	2903
129°	TDZE	15
	Apt Elev	15

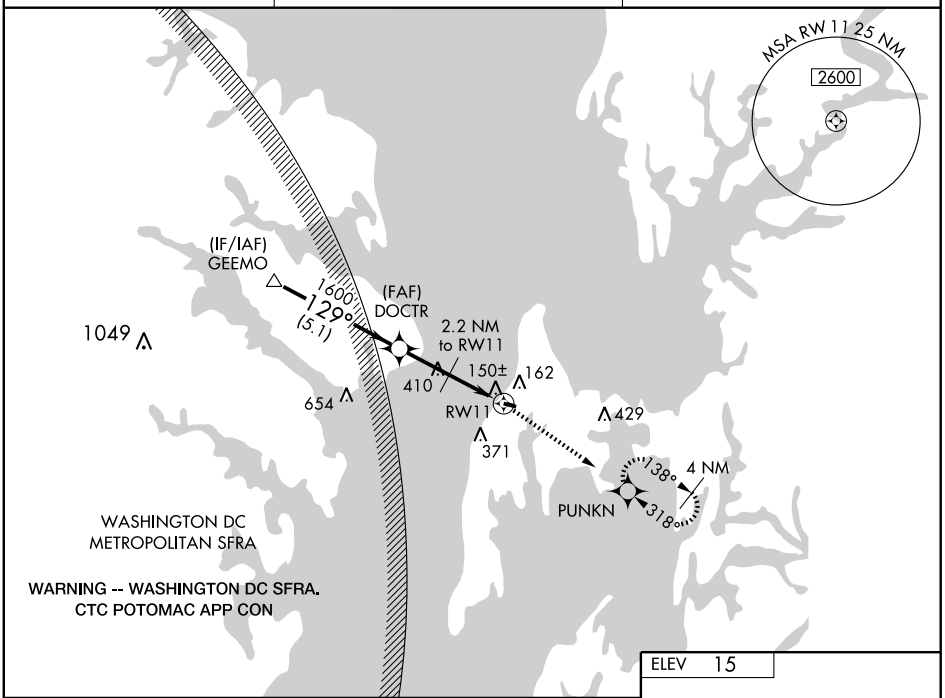
RNAV (GPS) RWY 11
STEVENSVILLE/BAY BRIDGE (W29)

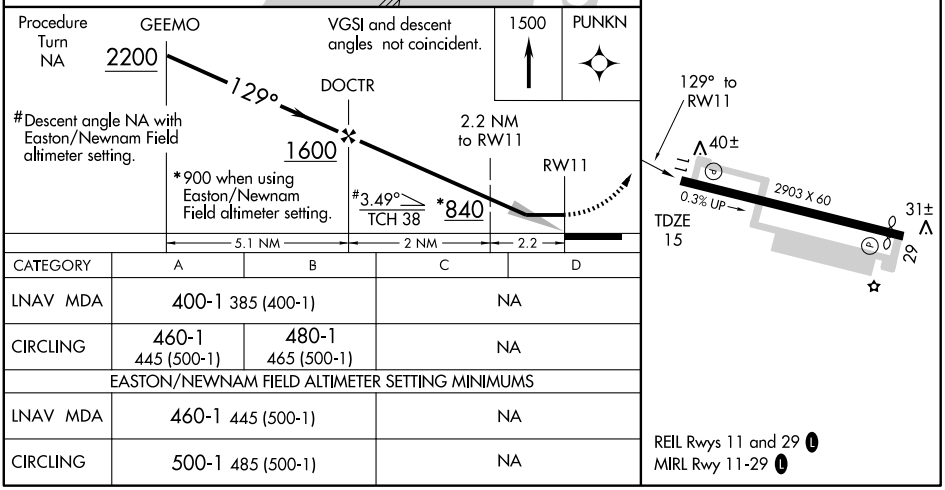
NA

Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 direct PUNKN WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	460-1 445 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	2713
294°	TDZE	15
	Apt Elev	15

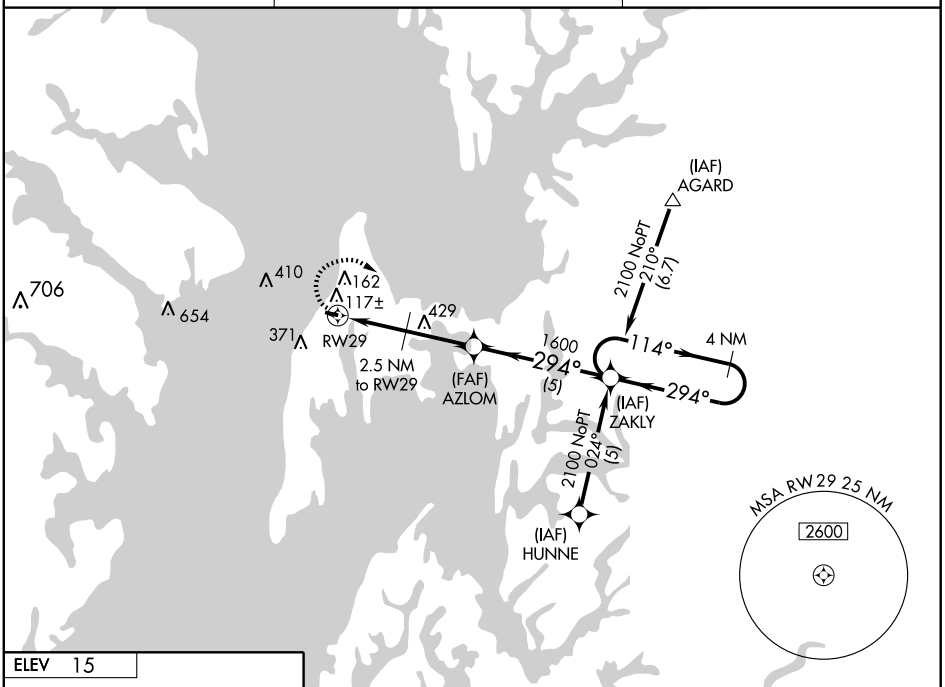
RNAV (GPS) RWY 29
STEVENSVILLE/BAY BRIDGE (W29)

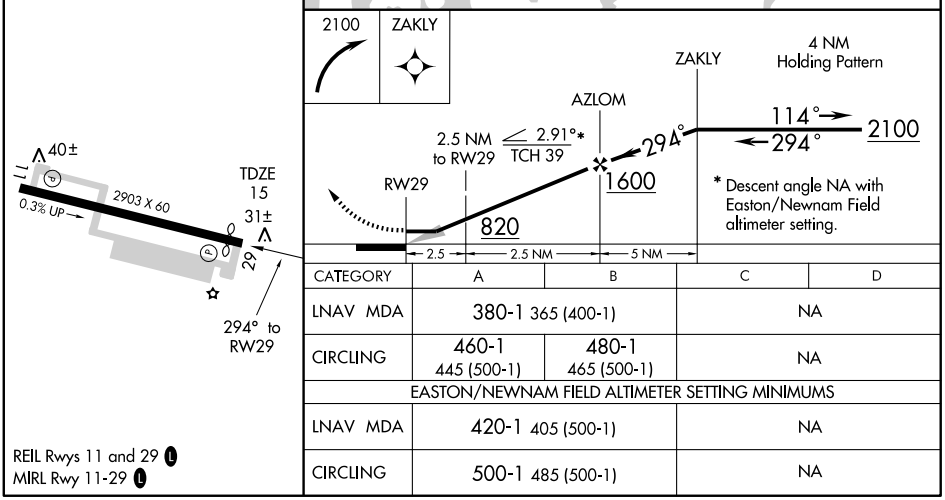
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting minimums. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L





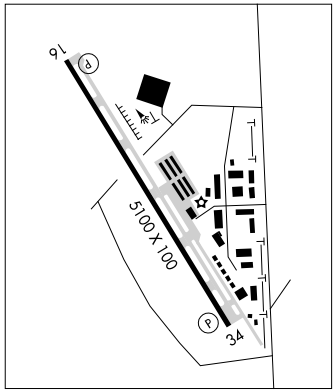
CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

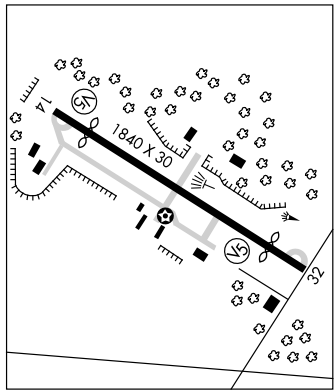
NE-3, 23 SEP 2010 to 21 OCT 2010

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
RWY 16–34: H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.7
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**



CLEARVIEW AIRPARK (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
RWY 14–32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
RWY 14: APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
RWY 32: APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
WEATHER DATA SOURCES: HIWAS 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.8
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



APP CRS	Rwy ldg	1510
136°	TDZE	799
	Apt Elev	799

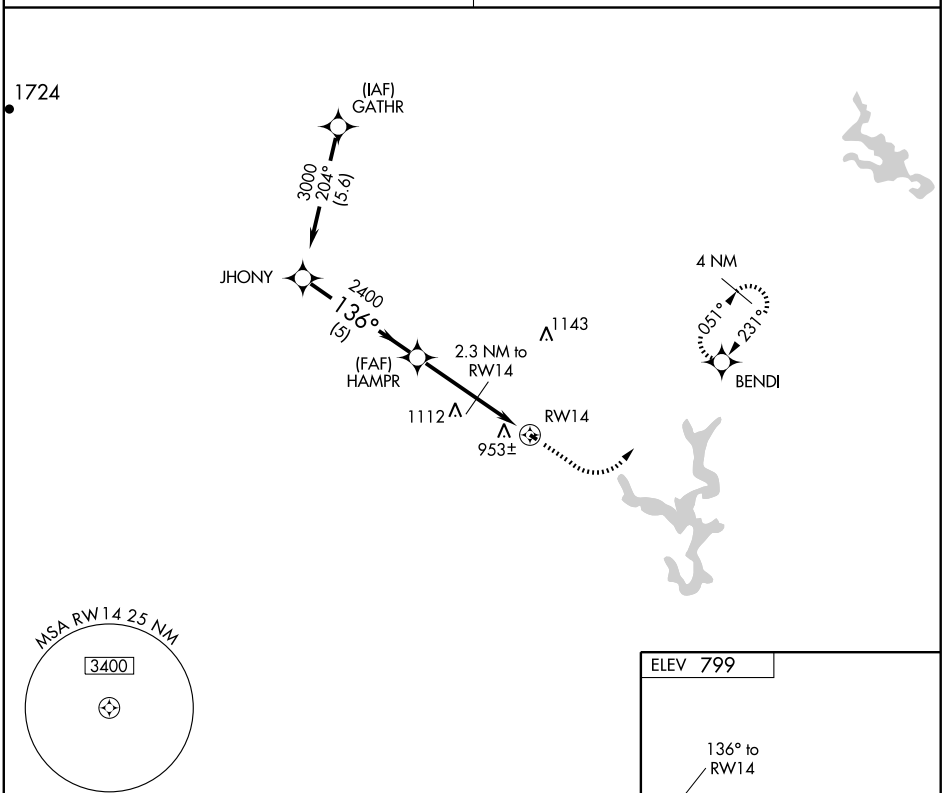
RNAV (GPS) RWY 14
WESTMINSTER / CLEARVIEW AIRPARK (2W2)

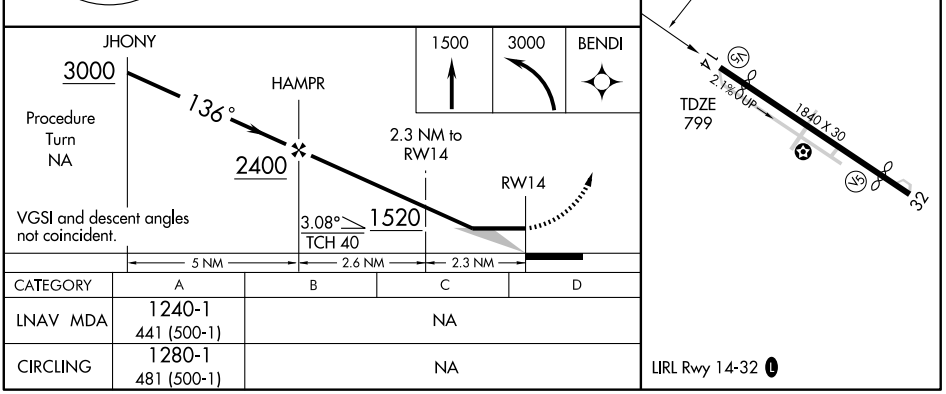
NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct BENDI WP and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)	NA		
CIRCLING	1280-1 481 (500-1)	NA		

LIRL Rwy 14-32 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC EMI 117.9 Chan 126	APP CRS 235°	Rwy ldg N/A TDZE N/A Apt Elev 799

VOR-A

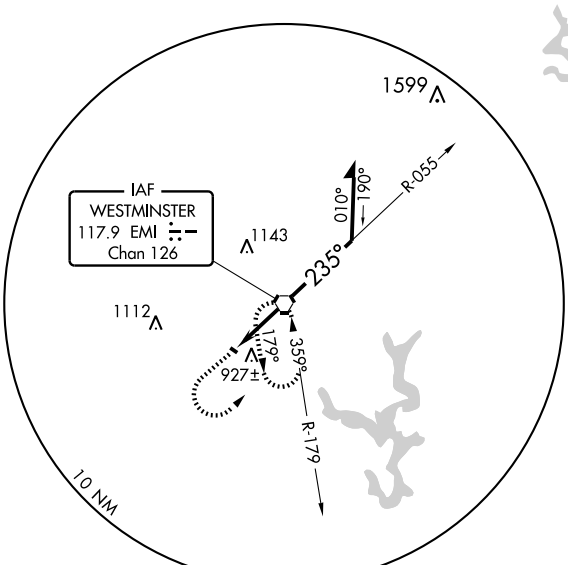
WESTMINSTER/ CLEARVIEW AIRPORT (2W2)

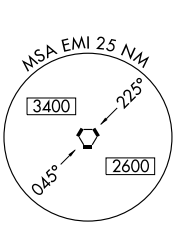
NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting.

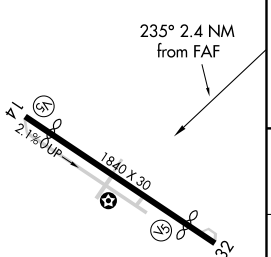
MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF)



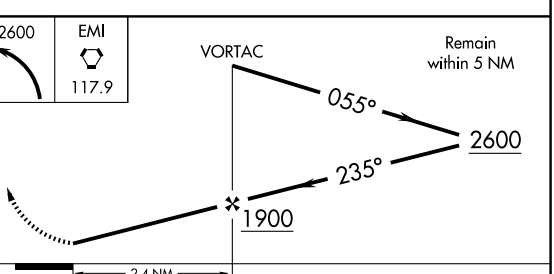


ELEV 799



LIRL Rwy 14-32

1500	2600	EMI 117.9



FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

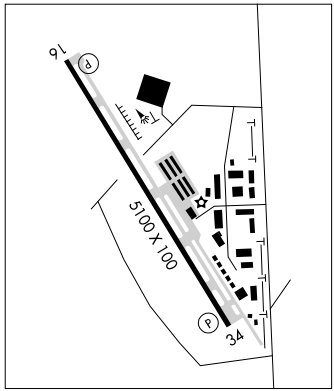
CATEGORY	A	B	C	D
CIRCLING	1280-1 481 (500-1)	NA		

NE-3, 23 SEP 2010 to 21 OCT 2010

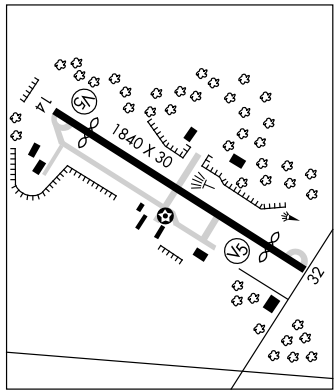
NE-3, 23 SEP 2010 to 21 OCT 2010

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
RWY 16–34: H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.7
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**



CLEARVIEW AIRPARK (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
RWY 14–32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
RWY 14: APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
RWY 32: APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
WEATHER DATA SOURCES: HIWAS 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.8
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY RGNL

MARTIN STATE

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

ARMEL
113.5 AML
Chan 82

DEALE
N38°47.87′
W76°32.01′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.

RIPKN
N38° 55.90′
W76° 34.05′

RAVNN
N38° 48.27′
W76° 31.08′

CASANOVA
116.3 CSN
Chan 110
N38°38.47′-W77°51.93′
L-29-34-36, H-10-12
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL 190.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at or below 9000′.

SACCO
N38°40.23′
W77°22.90′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 16,000′.

SABBI
N38°22.91′
W77°08.25′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′.

BROOKE
114.5 BRV
Chan 92
N38°20.18′-W77°21.17′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 15,000′ and 280 Kts.

PEGBY
N38° 04.72′
W77° 12.06′

OGATE
N38° 03.48′
W77° 31.07′

NOTE:
All part 91, 101, 103, 105, 125, 133, 135 and 137 flight operations are prohibited on the CASANOVA TRANSITION.

NOTE:
This STAR applicable to turbojet aircraft only.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

RICHMOND
114.1 RIC
Chan 88
N37°30.14′-W77°19.22′
L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .
FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .
RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 65607 W16A	APP CRS 159°	Rwy ldg 5100 TDZE 789 Apt Elev 789

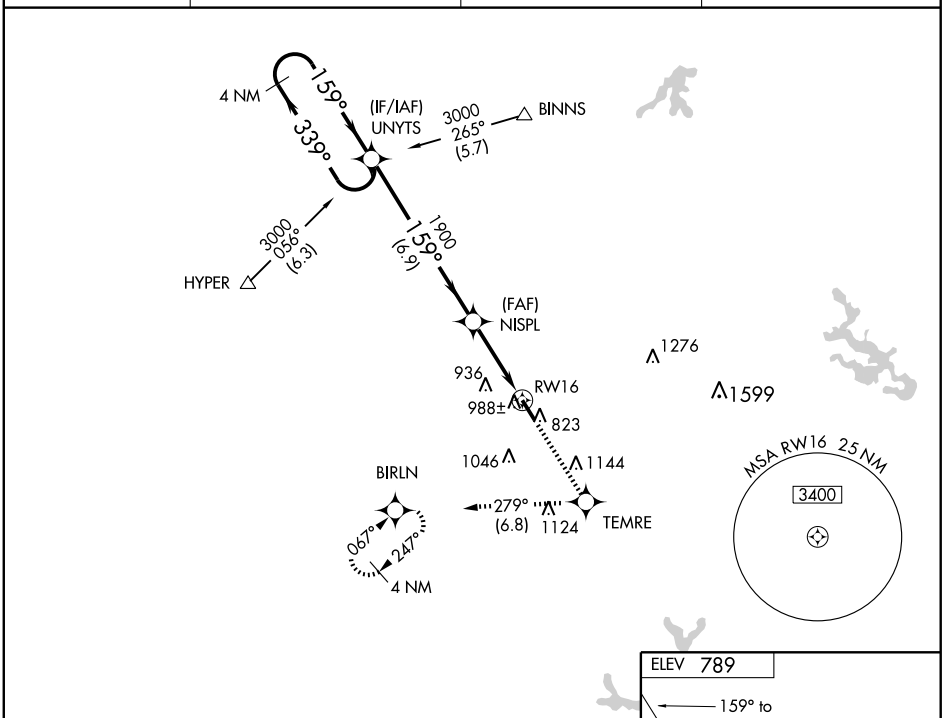
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

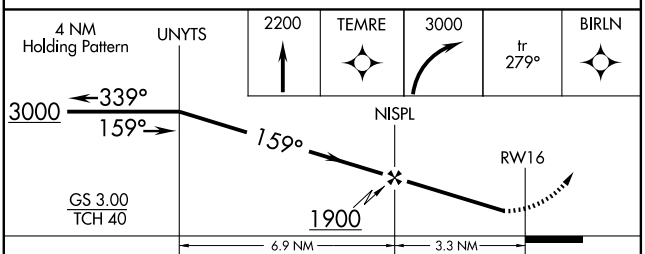
RNAV (GPS) RWY 16

DME/DME RNP-0.3 NA.

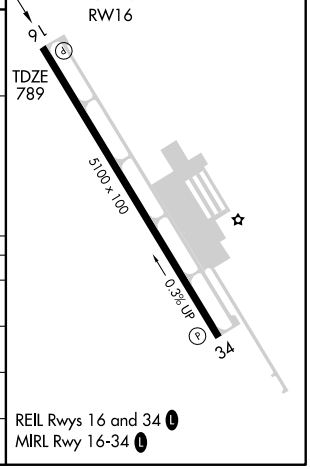
MISSED APPROACH: Climb to 2200 direct TEMRE then climbing right turn to 3000 via 279° track to BIRLN and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1130-1¼ 341 (400-1¼)			NA
LNAV/VNAV DA	NA			
LNAV MDA	1240-1 451 (500-1)		1240-1¼ 451 (500-1¼)	NA
CIRCLING	1300-1¼ 511 (600-1¼)		1300-1½ 511 (600-1½)	NA



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82117 W34A	APP CRS 339°	Rwy ldg 5100 TDZE 788 Apt Elev 789

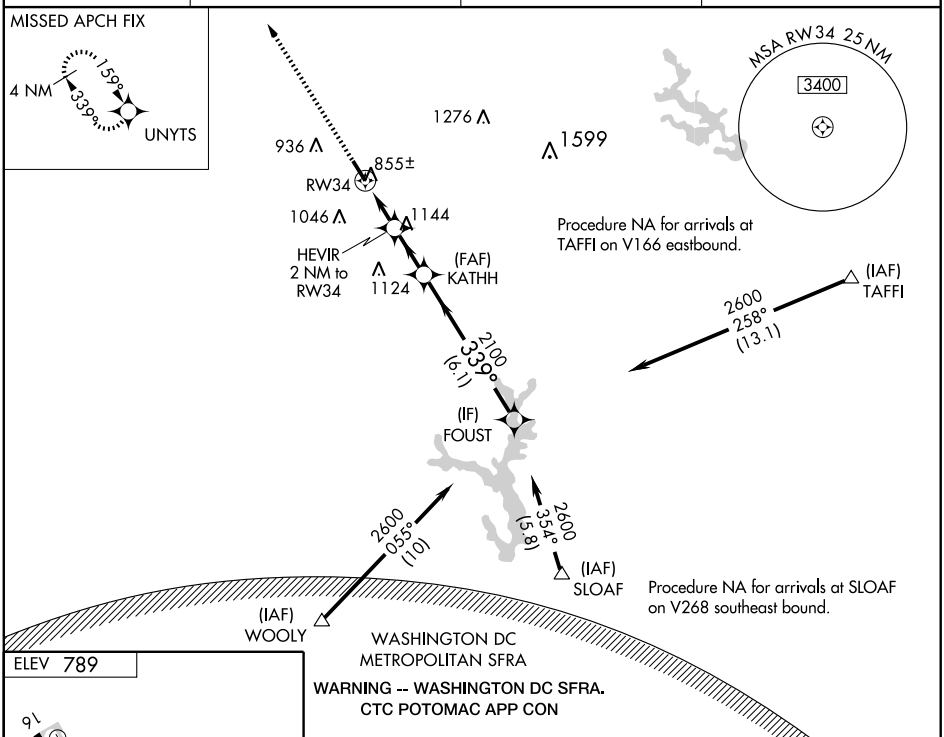
RNAV (GPS) RWY 34

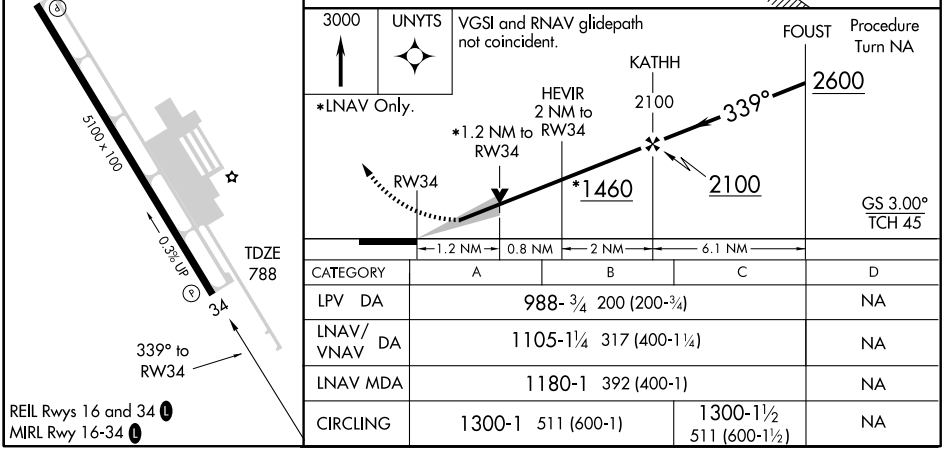
WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNYTS and hold

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	988- ¾ 200 (200-¾)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)			NA
CIRCLING	1300-1 511 (600-1)		1300-1½ 511 (600-1½)	NA

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC EMI	APP CRS	Rwy ldg	5100
117.9	358°	TDZE	788
Chan 126		Apt Elev	789

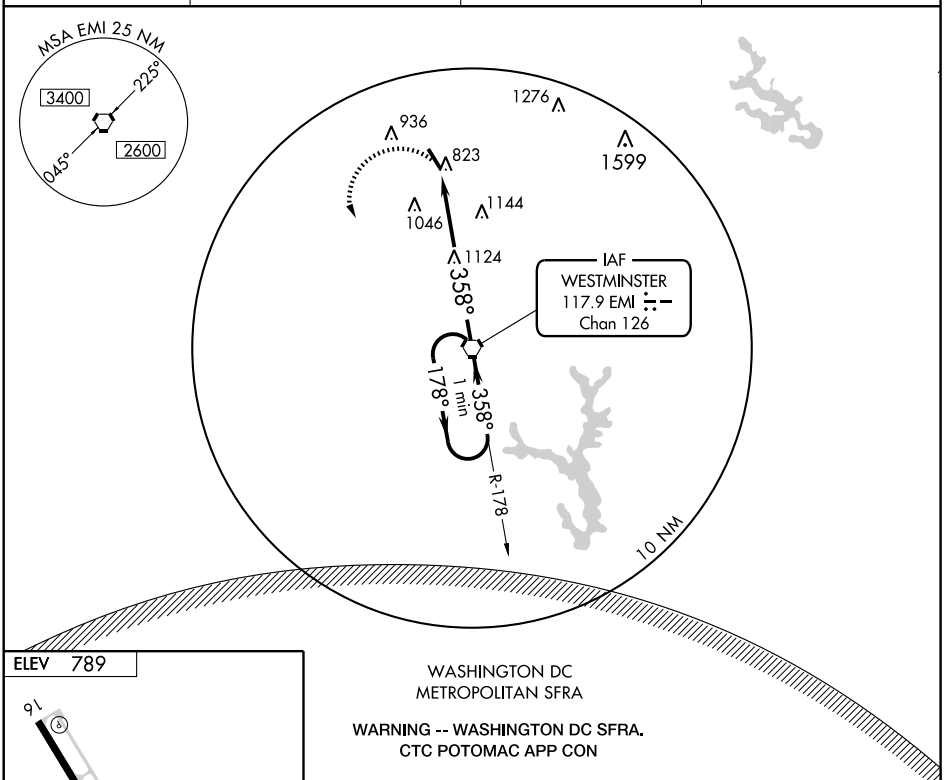
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

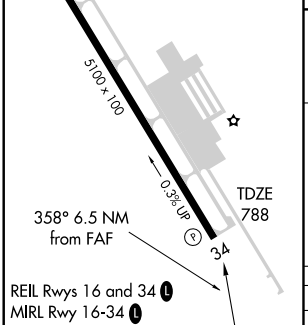
VOR RWY 34

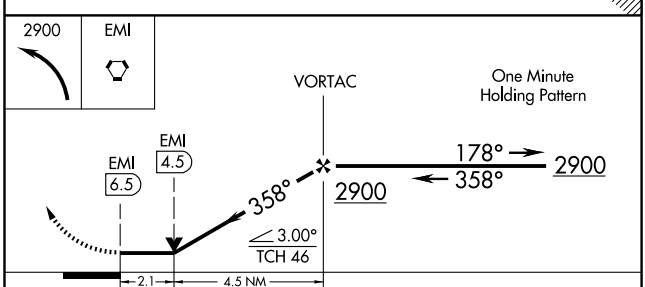
NA

MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL (GCO)	UNICOM
121.25	125.525	291.625	121.725	122.7 (CTAF) L







FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1480-2 691 (700-2)	NA

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010